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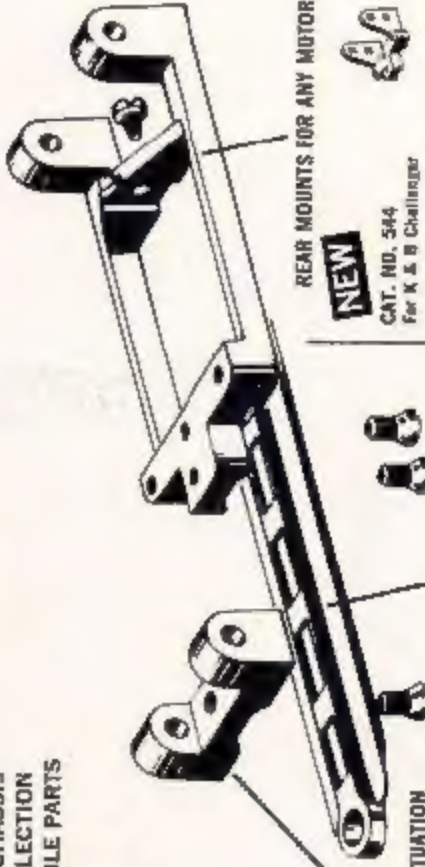


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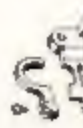
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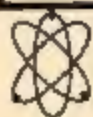
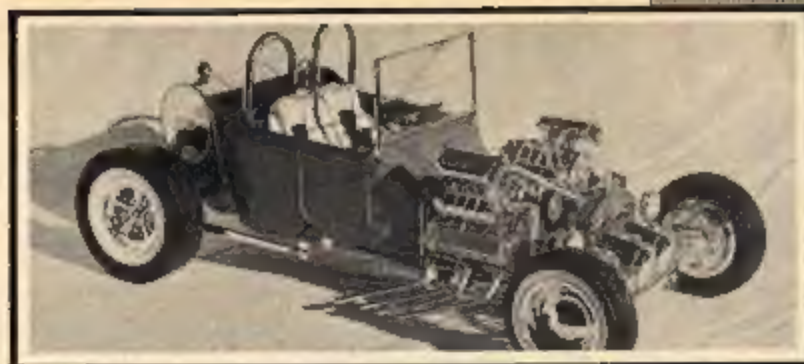


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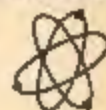
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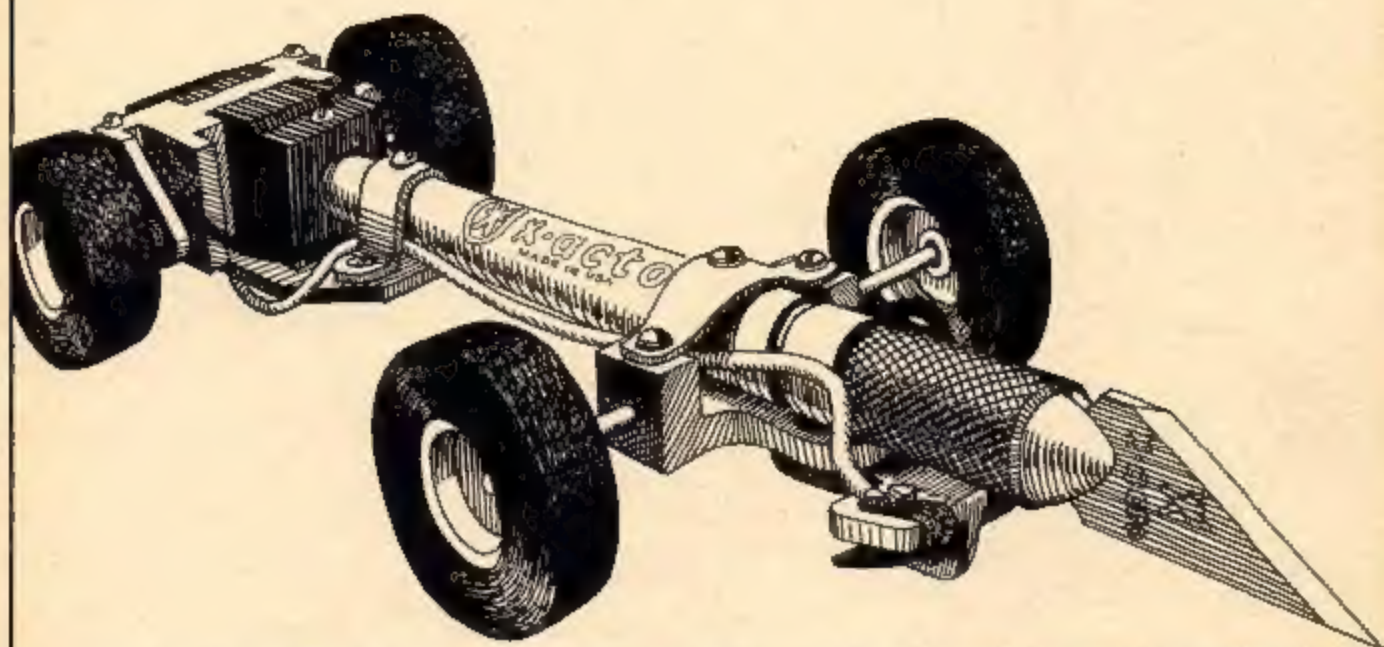
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ON THE COVER — If there's a small fortune burning a hole in your wallet, Phil Willen's photo of the Tasty "T" will show you one way you can spend it. He has more pictures, starting on page 34. Chan Bush, who has a thing about crawling across slot tracks, snapped the photo of the chargin' GP'er.

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What we're saying is that the possibilities are infinite with INTERNATIONAL. Right now the inventory includes the 1928 Ford Model A roadster shown above, a 200 SL Mercedes, a Lotus, Maserati, Cord, a '41 Willys coupe that makes up into a sensational A gasser, and of course a full line of 1966 stock cars.

We're moulding them now on new vacuum machinery set of heavy clear plastic with fine detail. All INTERNATIONAL bodies are trimmed and the price tag is just \$1.25.



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MODEL MAIL

WHERE DO THE WIRES GO?

Love your mag! You don't concentrate entirely on slot cars as other mags do. How about an article on wiring engines? I've got about a dozen beautiful static models that would look great if I could really "top off" with wiring in the engine compartment. I don't know where certain wires lead to, and hook up, such as fuel lines, brake lines, and ignition wires. Could you help please?

Michall LoPiano
Lawrence, Mass.

Anything for a friend, Michall! We'll get right on it and have a really complete article on this fascinating subject real soon.

BASIC PROBLEMS

I recently purchased the 1966 MODEL CAR RACING HANDBOOK, which is a very informative piece of reading material. However, I still have two questions left unanswered. 1) What do I use for a power supply for a large home track? 2) What type of electrical conductor should I use?

Roswell M. Schenck
(No address)

The HANDBOOK recommends a 12 volt power supply. Ros. For a really large track, you can't go wrong with a standard, 12 volt automobile battery. It's got plenty of "amps" for everybody. It's inexpensive too. You can buy one good enough for this kind of duty in any Sears or Wards store for about \$10.00! A woven wire braid, such as Cox's STIK-TRAK is great for a large home track. It's flexible, long wearing, and easy to install.

NEEDS SHEET PLASTIC

Where can I obtain thin sheet plastic? I'm building a version of your "Sebring Spyder" that was displayed in a recent article. None of the hobby shops around here carry this material.

Craig Sams
Galion, Ohio

This is a pretty rare item for the hobby shops to stock, Craig. Even the large ones in California rarely handle it. Try one of the big mail order firms. They advertise regularly in this magazine.

JUST TOO MUCH!

I would like to report on the latest phase in slot racing. Recently I placed second in the wildest race I have ever entered! NOT slot cars, but eight Hess tractor trailer trucks! We held a 15 minute race on a 265' eight lane track. The winner was given the truck he was driving.

We have all seen wild pile-ups in slot racing, but try and picture 5 or 6 tank trucks, jackknifing into a turn! You must see it to believe it! The race proved so popular it will be held every Saturday night from now on.

The trucks were built by the Golden Gear Raceway, Front Street, Plainfield, N.J. They were set up with 4:1 gear ratios, and used 6 volt, in-line motors. Three sets of slicks were installed and a groove cut in each to simulate duals. The front set were standard racing tires. It took about one hour to make the conversion, per truck. Power and speed proved to be as close to scale as you could get!

The winner had 50-1/4 laps. That sir, is a lot of driving! I hope you find this report informative. If anyone would like more information, please contact me or the Golden Gear Raceway.

Jim Weston
614 New Street
Plainfield, N.J.

Sounds really wild Jim! We have included your full address, for anyone interested. It's new ideas like this that make slot racing really interesting!

WANTA START A FIGHT?

I have heard that California turns out some of the fastest slot cars. Can you give me information on building a car that will eat up my Eastern opponents?

Steve Spencer
Wellsburg, N.Y.

Well shucks Steve (blush), it is true that a lot of great cars come from our sunshine shops, but to say that we build the fastest would be a good way to start a battle like the one in our sister mag, MC&T, a few months back. We'll try to keep you informed with "how-to-do-it" articles in the future. It's too complicated to answer in a short letter. Just keep reading MCS, and we'll do our best!

HOME TRACK FAN

Having read only one issue of your fine magazine, I am completely sold on slot racing. Could you please inform me as to where I can obtain plans and instructions for building my own track?

D. S. Young
New South Wales, Australia

We'll do better than that, Mr. Young! Beginning in this issue we are running a truly comprehensive study on the problems, procedures, and "do's and don'ts" of home track construction, written by our own track designing expert, Ray Hoy. You'll have all of your questions answered if you follow these informative articles.

continued on page 8

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continued from page 6

WE GOOFED!

I don't mean to be "picky" gang, but in your December 1985 issue, on page 24, you named a Cox Chaparral a Daytona Ford G.T. I wish to inform you of your mistake so you won't make it again.

Ricky Shabo
Madison, Ill.

Thanks for writing Rick. Our caption writer simply stepped on his lip, and our proofreader didn't catch it either! Honest, we really know the difference!

HERE'S A WARNING

I have noticed several articles in various magazines concerning the use of Carbon Tetrachloride as a cleaner for parts such as an armature commutator. May I caution enthusiasts everywhere that the inhalation of this chemical will have the deleterious effect of collapsing one's lungs! Carbon Tetrachloride is prepared from chloroform or carbon disulphate. Permanent damage can be caused by constant breathing. Why take the chance? Use a non-toxic preparation.

L. J. Gordon
Lincroft, N.J.

Thanks for the warning, Mr. Gordon. You have made an obviously excellent suggestion. Why bother with something if it's even remotely dangerous! It may be alright for an experienced, old-time "pro" builder who has used it for some time, but if you're a newcomer, use something like Ram armature cleaner, or something similar. We want all of you around for the next issue!

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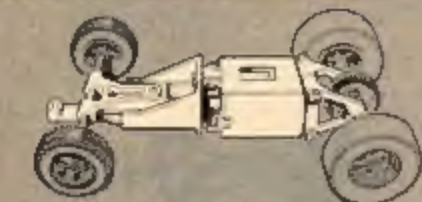
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COUPON ON PAGE 61

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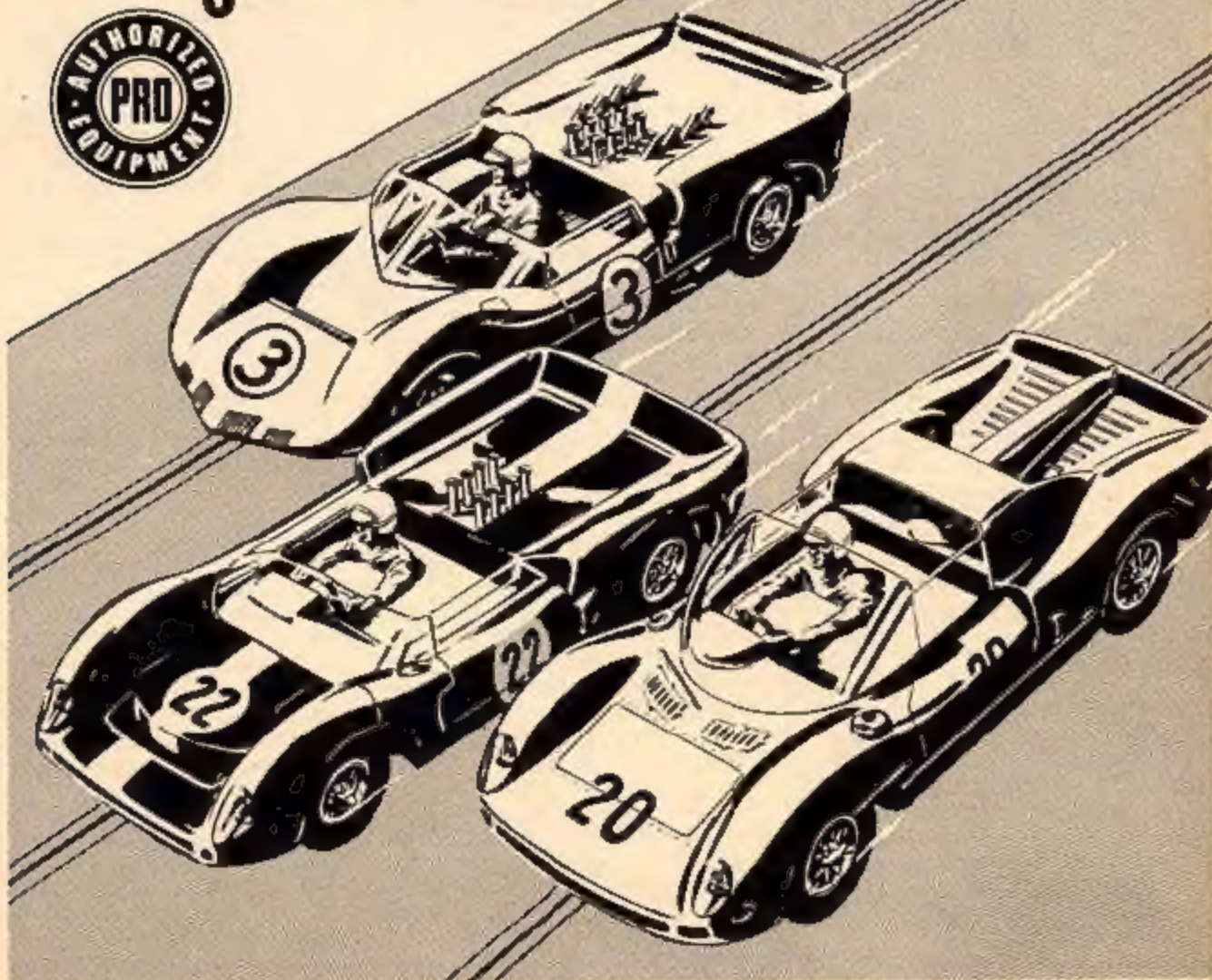
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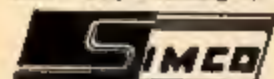
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THE WORD from the PIT

By **SPEEDY GONZALES**
(Fastest Thumb in the West)

What's new, you ask? Just about everything, amigos. So ease up on the thumbs, while I fill you in on what's been happening.

I've had plenty of time to give my new Cox 1/24 scale Lotus "40" a thorough wringing out. Carumba! What a muy magnifico machina! This car has some of the greatest detail work I've ever seen on a production kit! The full cockpit is there too, just like their great Ford GT kit. You can build the car two ways, as a "30" or a "40", they've given you the necessary parts to do it either way.

Me amigo, Jose Rodriguez, sent me the newest from Atlas, a 1/24 inline motor that really screams! The armature gets a ball bearing ride, and it's wound down to 6 volts too. The integral rear axle carrier will accept Atlas 1/4" ball bearings with no modifications. The motor will sell for approximately \$6.98. You can also get the motor complete with a front frame, four oilite bearings, and body mounts, for only \$7.98. It's going to be a muy grim combination to beat! Incidentally, wait until you see their new Lola T-70 and Ferrari 330/P2, both in 1/24 scale. The motor/chassis combination mentioned above, complete with brass bevel gears, hides under the most beautiful ABS plastic body shells you've ever seen! Ah me, it's a slot racer's paradise!

Monogram hasn't been sitting around on their hands either! They've got one of the best \$10 kits on the market, in the 1/24 scale class. Hear this! A brand new, fully adjustable brass frame, swing pickup, Tiger Super X-220 "tin can" motor, self-aligning bronze bearings all around, sponge rear slicks, and two completely painted, vacuum formed bodies, a Cobra 427 Daytona coupe, and a Lola T-70 sports car body! All for \$10.00. You want to know how it goes? It's from Monogram isn't it?

Russkit has a 6 volt winner with their new "23" tincan motor. For only \$3.00,

complete with mounting brackets, it's a real bargain!

A reader from Florida got my comadre Ray Hoy, all stirred up, just lately. Our Florida chum said we were ignoring the really professional group of fellows who run exclusively on the commercial tracks. Ray's putting a bomb together especially for the conditions this reader describes. He's using the new "Fast Wheels" \$2.98 frame as the basis, plus Western Hobbies rugged SP-600, 5-1/2 volt rewound motor, parked sidewinder fashion. It's going to be a real "hauler", wait and see. Article soon, says the ex-Illinois road runner.

Saw some hombre turn his Chaparral into an airplane the other night, at one of the big slot centers in the San Fernando Valley! Nearly took two or three spectators out of the picture at the same time, I'm going to start wearing armor under my serape from now on, when I'm making the scene around these high-speed courses. Cars are getting hotter every day — too hot for some of the beginners. Stick a new machine with a 4-1/2 volt motor on the track at one end of a 50 foot straight, and give the controller to some guy who never saw a slot car before. Then watch out! The arrival at the first corner is a horrible thing to watch!

Jim Russell, of American Russkit fame, is sponsoring a couple of Porsche Carrera 6's (real ones) for the coming year. "Scooter" Patrick and Ken Miles will pilot them.

I'm really not so impressed. I'm sponsoring two Lola T-70's for the coming year. Atlas makes them. Oh, I guess I've already mentioned that. Just wanted you to know that Russell is not the last of the big time spenders!

You'll get the scoop on the new HO Racing Association elsewhere in this issue so I'll merely say that this should be the greatest boon to you HO enthusiasts in a long time. From what I understand there will be national competition, a year long battle for a National Driver's Championship, and eventually, a World's Championship! And strictly for HO! I can't wait to see what this new association will do for the HO branch of slot racing.

We'll be testing Auto Hobbie's Cobra coupe soon. For some reason this kit has been overlooked by the members of the slot racing fraternity, and what a shame! The injection moulded body is magnificent and dead accurate to scale. Bill Sippel is responsible for this jewel. He's come up with an adjustable brass frame with an extremely low center of gravity, so the performance of the car equals the looks, and that's saying a mouthful! At \$7.95 it's a real honest to goodness bargain! Watch for the test soon.

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aj's National Raceways full line gives you a choice of wheels and slicks for every type of track, every kind of race, and every type of motor. A choice that assures you of winning performance every time! No matter what your need may be, you can satisfy it with wheels and slicks from aj's Raceways.

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Medium soft
1/2" x 1/2" Black
\$2.00 pair

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1 1/4" x 1/2" Black
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TK 8125S
Super soft
1 1/4" x 1/2" Black
\$2.00 pair

TK 802
Medium soft
1 1/4" x 1/2" Black
\$3.00 pair

TK 7125S
Super soft
1 1/4" x 1/2" White
\$3.00 pair

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NEW TO SCALE



"Chrome Trim" is the big news from Jo-Han for '66. It comes with their new customizing kits, including a Plymouth that can be done up as the championship U.S.A.C. Sox and Martin "Funny Car," a full show custom or strictly stock. The point is that now you can put authentic chrome on every piece of molding and trim that your little heart desires. Price for the Jo-Han Custom Kits for '66 are still an easy to handle \$1.49.



Looking for stripping tape? You can now get 15 different colors, including chrome and fluorescents, in four widths, when you ask for Pro/Stripe. It comes in 100 inch rolls, at 25c per roll. For stores, write: Mico/Tape, Inc., Dept. MCS, 6551 Sunset Blvd., Los Angeles, Calif., 90028



81 different body styles are available in the veritable fleet of clear plastic racing shells from Shark. Offered in either 1/32 or 1/24 scale, with prices ranging from 98c to \$1.39, Shark bodies lay claim to leading the pack in detail, flexibility and strength. Look over the selection; they've got enough cars to satisfy even the most way-out tastes.



Printed-circuit construction, rock-hard plastic case, and an anti-burn out fuse are the three outstanding features of the newest design in hand-controls. It's from Strombecker and slips into the palm of your hand for \$4.95. The fuse is detachable and can be quickly changed for varying track voltages. Try it out. Your thumb will love you for it!



A flat ground center section that provides positive gear location is just one of the better points about BuzCo's new Enduro Series axles. They're centerless ground of non-magnetic stainless steel, and come in five lengths—2", 2 1/4", 2 1/2", 2 3/4" and 3". Priced at just 39c

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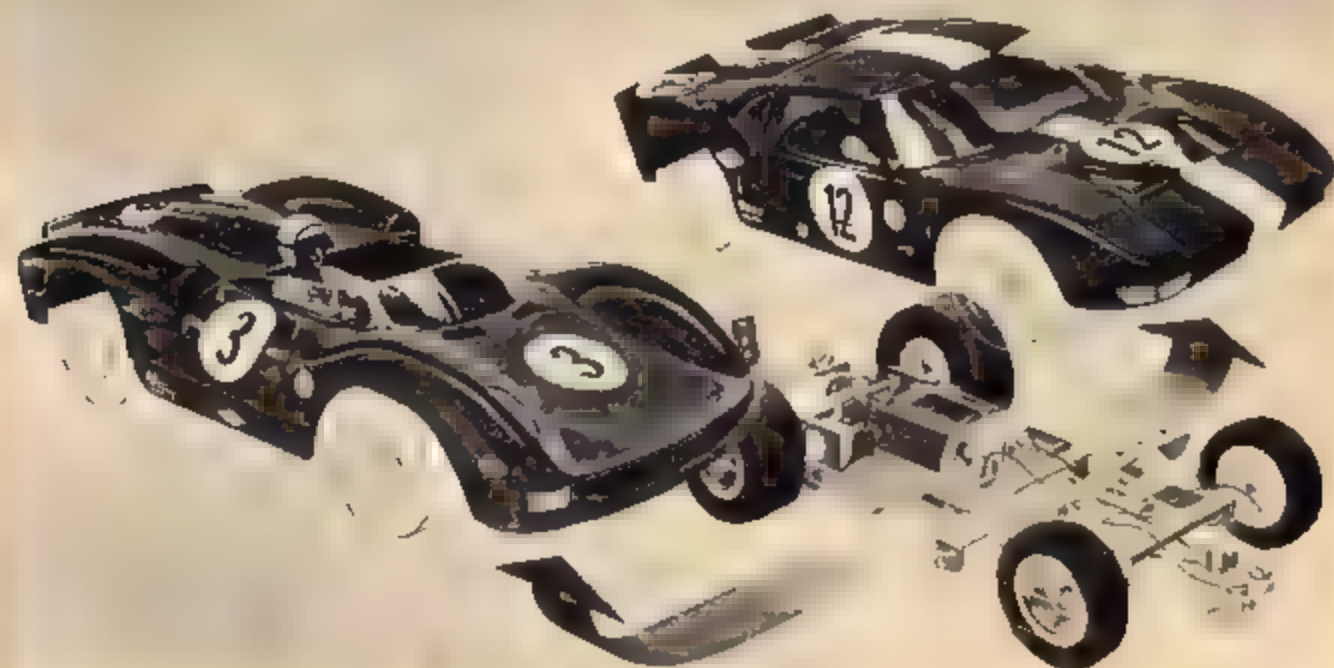
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A 44 foot long commercial raceway, featuring four color-coded lanes that can handle both 1/32 and 1/24 "Track Terrors", is the big news on the stay-at-home slot scene. It's Strombecker's new Home Pro Track, and comes with four preassembled wood sections, factory installed lane tapes, adjustable steel legs, four 2-Amp, 12V power packs with brakes, and a 12 foot connecting cable. For more info, write: Sales Dept., Strombecker Corp., 4646 W Lake St., Chicago, Ill. 60644

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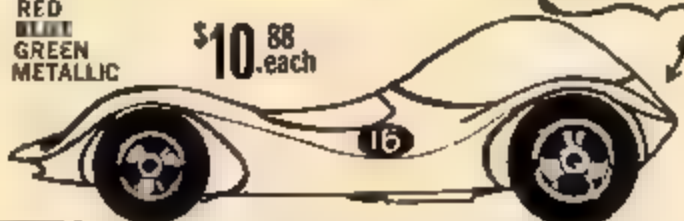
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Custom goodies by the truck-full is the word for AMT's '66 Imperial, and we mean truck! One of the three ways it can go together makes for the smoothest looking pick-ups ever (a la the Alexander Brothers). Features include custom grille, bumper, roll pan, scoops, truck bed and interior. Odds are we'll be seeing versions of this kit in the MCS Model of the Month contest.



With a compact, low-profile design, and an exclusive new heat-sink head, the power behind the BZ Banshee can now be had as a separate unit. It's the new BZ-1000 9V motor, retailing for an even \$4.00. For stores and more info, drop a line to: BZ Industries, 1234 Franklin Ave., El Segundo Calif 90245

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Now, put a world of power in the palm of your hand with this vented Strombecker 12 ohm Printed Circuit Controller. Designed and built by the slot racing "pros" and track tested for 1,000 hours to insure total reliability with split second response. Smoothest plunger action due to advance design printed circuit. Contoured palm grip control of miracle Delrin vented for cooler handling, keener performance. Replaceable protective fuse; alligator clips on cabled leads. No. 8546; "Printed Circuit Controller," \$4.95 each, in clear view box.

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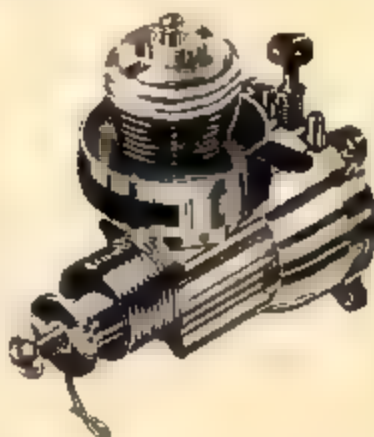


Five full-color photos of Pontiac's roarin' Wide-Track Tigers in action will add a wall of class to your racing room for just a quarter. You also get five GTO emblem decals to stick where you want 'em. Send 25¢ (35¢ outside USA) to Wide Track Toys, P.O. Box 888, 196 W de-Track Blvd, Pontiac Mich 48053.

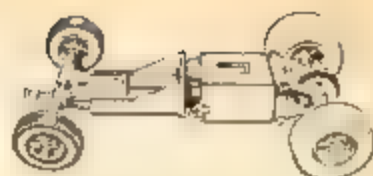


NASCAR stocker, custom, dragster, spy-mobile, or strictly stock, are just five of the ways you can go with MPC's new Dodge Charger kit (1/25). Make

that six, if you use the bonus slot racing pack that comes with it, includes underbody attachments, driver, tonneau cover, and roll bar. Static engine is the 426 Hemi "biggie", with two 4 barrel Carbs and Bendix fuel pump.



A well tuned muffler that allows you to go full-throttle, without so much as a whisper or a roar, is the best news from Cox for the gas engine racing fans. The new "Quiet Zone" .49 engine provides the same power as the famed Cox Babe Bee, but starts easier and is quiet enough to let the neighbors sleep in on Sunday morning.



An unusual "sandwich" design for the front axle and guide carrier assembly makes Urich's new cast aluminum in-line frames one of the best on the market. Combine this with a new screw assembly for mounting the rear axle carriers to the motor bearing, and you get light weight, strength and minimum maintenance—all for just \$1.69.



Six of the most popular slot car colors (Tangerine, Fire Orange, Mean Green, Lightning Yellow, Torrid Pink and Tornado Blue), plus a bottle of thinner, come in a new convenient paint-pack from Testor. The price is an easy to handle 98¢ for the lot.

JO-HAN's A-GO-GO stage 2 TORONADO Customizing Kits

MOYER TREND MAGAZINE'S CAR OF THE YEAR

INTRODUCING IN 1/25 SCALE, "THE MODEL OF THE YEAR," WITH SUPER DETAILED "425" ENGINE AND FRONT WHEEL DRIVE. BUILD IT STOCK OR GO SOLO CUSTOM. REAL CHROME TRIM INCLUDED.

\$1.49 each



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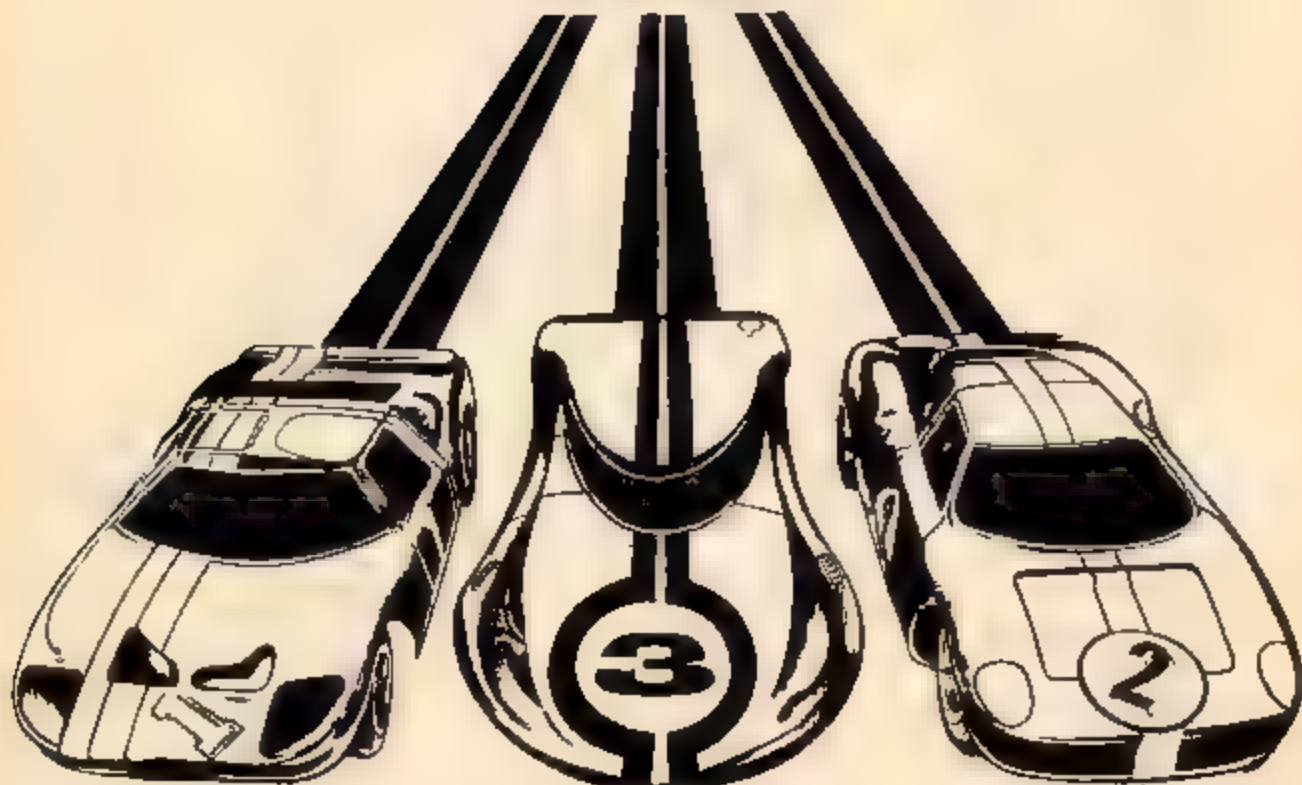
BUILD THIS NEW FAST BACK—UNREAL WITH ITS CHROME TRIM AND SUPER DETAIL. IT MAKES A TOUGH CUSTOM TOO WITH THE FULL SHOW INTERIOR, MULTI-CARBED 327 MILL, MAGS AND MUCH MORE.

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B Z Shelby Ford G.T., about \$13.95

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2 NEW BZ SHELBY FORD GT'S—Both are 1/24 scale replicas of the famous speed demon. One is painted a sizzling red with blue-and-white stripes; the other is dazzling white, with red-and-blue stripes, and black-slotted wheels with 3-prong polished chrome knock-off hubs.

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The BZ Ferrari 275P is factory-painted in Italian red. Powered by a 9 volt BZ 1000 motor.

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Revell's new Competition Control gives instant acceleration and braking, instant change to any new speed. It provides maximum torque to the motor every second. No out of control free-wheeling! It's built for comfort. The short stroke button speeds reaction time. Don't look for rheostats or transistors. Don't look for vents. There's no heat build-up inside. The control is not polarity sensitive like most transistorized controls. It provides precise control of 3—12 volt motors, on 12—24 volt tracks. If the car's pick-up braids aren't making proper contact, or if the car leaves the track, the control buzzes to signal the driver. \$10.00.



Revell Competition 1/24 scale car kits

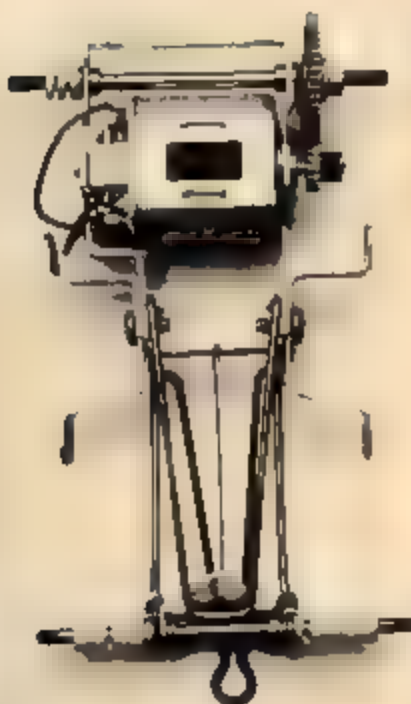
The Competition 1/24 is a scratch built car in a kit. It has a lightweight clear plastic body. The motor is a powerful SP 90 that sits sideways in a pre-assembled, soldered brass Sinterwinder chassis for better traction and a lower center of gravity. The chassis features a steel wire swing pick-up, tension controlled by a piano wire spring, to help keep the quick-change guide in the groove. In addition, there are quiet Teflon®-filled Delrin® gears, long wearing stainless steel axles, and Revell's exclusive sintered bronze bearings at all four wheels. Two models to choose: Ford GT 40 Roadster and the Genie Ford — each with a scratch built personality. \$10.00. Available March.



Revell Competition 1/32 scale car kits

Revell Competition 1/32 cars — Chaparral II and Cooper Cobra — are new from their racing slicks up. Each has a lightweight nine-brass chassis with sintered bronze bearings front and rear, flatted stainless steel axles, quiet crown gear, and machined aluminum wheels. The motor for each car is a super-fast SP 80 that turns 37,500 rpm at 12 volts. Each thin-wall body shell is made of high-impact styrene, authentically detailed inside and out. Driver figure, decals and chrome parts are included. \$7.00 each. Available March.

Enter the March Sweepstakes at your Baskin Robbins store. Revell is putting up the prizes.



Revell Competition 1/24 sidewinder chassis and SP-90 motor

Revell's soldered brass sidewinder Chassis is pre-assembled. All metal parts can be soldered. It has a steel wire swing pickup and piano wire tension spring, bronze bearings front and rear. The wheelbase is adjustable, and body mounting brackets are included. \$2.50. Available March.

Revell's powerful SP-90 is a high torque, 2 in.-oz. pre-wired motor that turns 28,000 rpm at 12 volts. \$4.00.

Get the Revell Sidewinder Chassis/SP-90 Motor Competition Kit including two stainless steel axles, Teflon[®]-filled Delrin[®] spur and pinion gears, and four flanged jam nuts. (an \$8.40 value) \$7.00.



Revell Competition parts & accessories

Revell has a complete line of Competition scratch parts and accessories for 1/24 and 1/32 scale model racing cars. New sponge rubber racing sticks, flat-tem stainless steel axles, precision cast mag wheels, Teflon[®]-filled Delrin[®] gears, quick-change guide, chassis brackets, and more! Look for the Revell package with the Competition checkered flag.

Revell Competition 1/24 clear plastic bodies

Lightweight vacuum-formed Revell body shells are exceptionally clear. They're sealed and detailed precisely, and precision trimmed. No need for additional hand trimming! Two driver figures are included with each shell, plus decals. \$1.50 ea.

See Revell's new high performance model racing car products at better raceway centers.

Revell, Inc. 4323 Blacow Avenue Van Nuys, California 91412

And the flavor-of-the-month is (you guessed it) Revell Racing Nut

Building the

BATMOBILE

By BOB KOVACS

Photos by BOB KOVACS & GEORGE BARRIS

The \$125,000 wonder machine that gets Batman to where-the-action-is in an atomic powered hurry

GOTHAM CITY, U.S.A. . . . "Holy Flypaper!" The fiendish forces of wickedness are planning another of their dastardly crimes against this typically clean cut American city! What mephistophelean misdeed will it be this time (how about giant sheets of flypaper on the freeway!)? All we know is that this is a job for you-know-who. Whenever danger threatens the good citizens of Gotham (they sure do got more than

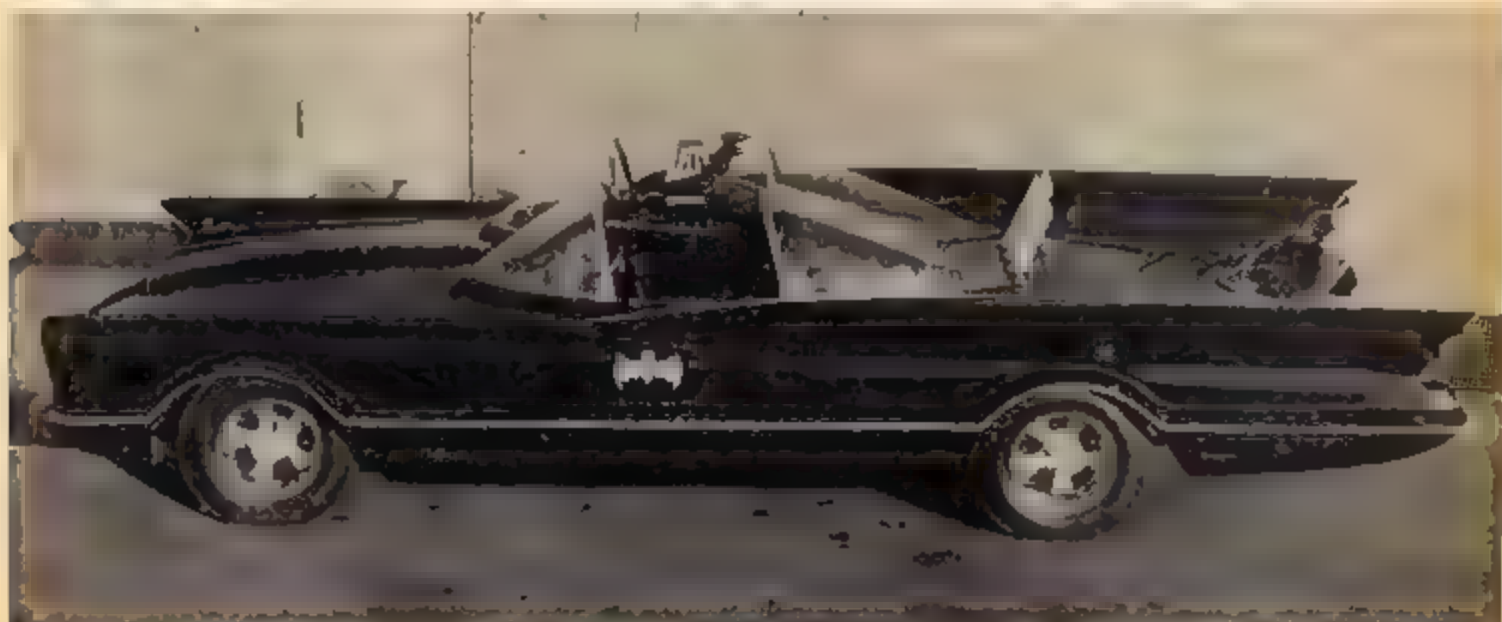
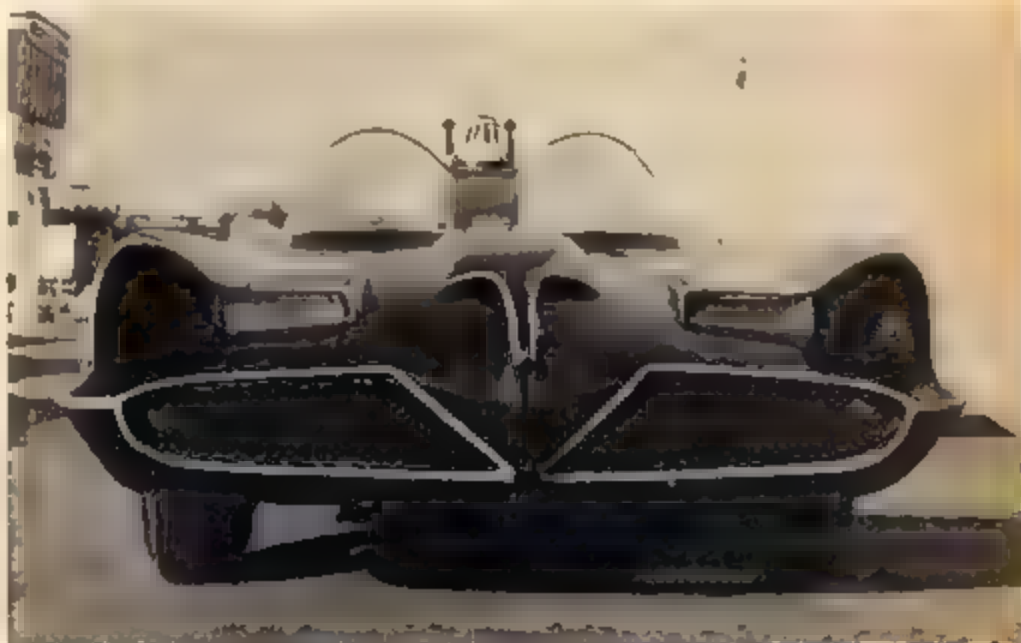
their share of trouble), a quick call on the Bat-line brings the Dynamic Duo of Daring-Do to the rescue.

Faster than a speeding bullet (oops, wrong hero!), Batman, the Mighty Mesomorph, and Robin, the Adenoidal Boy

Wonder, rush into the fray with capes aflapping. How do they get to where-the-action-is in such a hurry? Well, they don't call a cab, fella! When Batman needs wheels in a hurry, he makes a mad dash for the Batmobile, a little old

If you've ever looked a bat square in the chops, you might notice a certain resemblance with the front end of the Batmobile. The hood scoop represents the Bat's nose, while 450 watt head lights serve as the eyes.

For added protection for Batman and the Boy Wonder, the rear bat fins have been hand formed from bullet proof steel. And those tubes on the rear deck are for firing rockets. What else!





Sufferin' Baracuda! It's Batman. Funny thing, but he kinda looks like George Barris. But, there are some who say that George is the real Bruce Wayne. Give him a cape, Bat-mask and a pair of leotards, and George becomes a veritable tiger! The car, by the way, is the Batmobile, George's latest and most famous creation.

mechanical marvel that is valued somewhere in the neighborhood of \$125,000.

Batman's nuclear turbine powered hauler, the greatest weapon in the endless war against organized crime since the discovery of policemen, was created, designed and hand built by none other than George Barris, the Uncrowned King of the Kustomizers. (Just the sheer thought of it kinda takes your breath away, huh?) There's even some speculation among the Hollywood gossip columnists that, behind that mask, cape and leotards, Bruce Wayne is really our friend George (but then, they said the same thing about Herman Munster)!

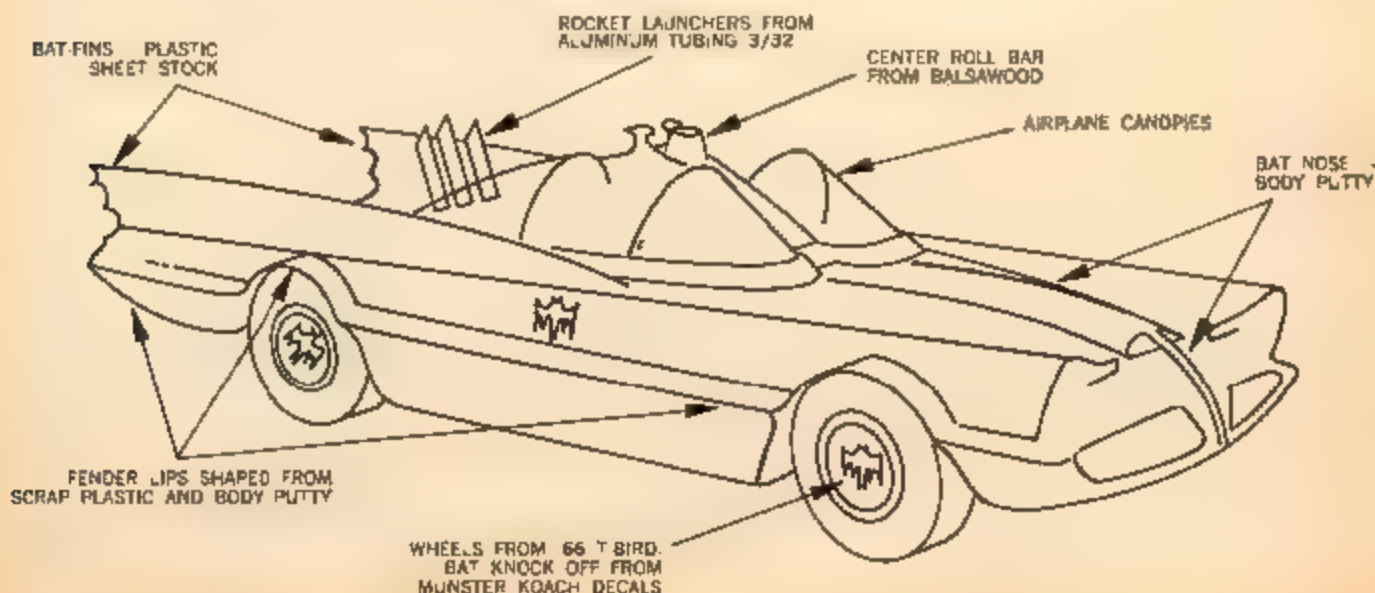
It may surprise some of the less astute

Bat-fans to learn that the Batmobile is not a T-Bird. You say that you doubt our word? Well, would you believe that it's not a Volkswagen Mini-bus? Actually, the body was completely hand formed around a Lincoln Continental experimental proto chassis. The style lines are strictly bat inspired. If you take a close look at the front end, you should be able to sort of make out the face of an overgrown bat. However, if you've never taken a close up look at the face of a 5500 pound bat before, you probably wouldn't know what we mean anyway.

Presumably, you are at this point almost overcome with a burning desire to build your very own Batmobile. (All

those who could care less may stop reading, but they'd better not come begging later!) One word of advice. This is going to be a very tough job, involving a couple of different kits, a mountain of body putty, a considerable amount of time and a not-so-small slice of money. Therefore, we've divided the project into three stages, in the hopes of simplifying the whole business.

The first stage, which is what we have here, has been limited to gathering the basic parts and generally getting familiar with the full size car. We've also worked up a chassis, motor and wheels (with Bat-knock offs). Contrary to what Batman would have you believe, the Bat-



mobile is powered by an ordinary, run-of-the-mill 500 h.p. supercharged Lincoln Continental racing engine. That atomic reactor jazz is strictly boob-tube material. Sorry Fans!

If you're ready to begin, we'll have a go at selecting the kits. We've narrowed the choices down to three possible alternatives: AMT's '65 Olds, '66 T Bird, or

'66 Lincoln. After some serious soul searching, we decided upon the '65 Olds. It just seemed to offer the easiest body lines to rework. But, to each his own.

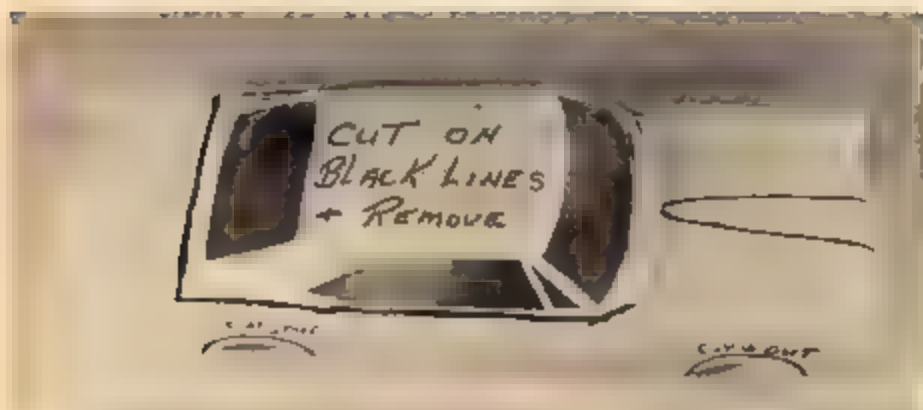
For wheels, we chose the Rader Mags from AMT's '66 T Bird, with Firestone black-walled tires. Those Bat-knock offs were made from the Munster Konch decal sheet, but can just as easily be cut

from cardboard. The engine is a stock '66 Lincoln a la AMT, painted a bright dayglo orange. This color, incidentally, will be used as the body trim, the full size car uses fluorescent cerise which is fairly close.

If you use the '65 Olds, the first step in the assembly is to trim the radiator bar by removing about 1/16 inch of

Of the three possible kits on which a 1/25 scale version can most easily be built, we chose AMT's '65 Olds. Start, if you have the courage, by enlarging the wheel wells slightly.

Trim about 1/16 inch from the top of the radiator bar to lower the hood below the fender line. The lines on the hood indicate where the "Bat-nose" will be built up with body putty.

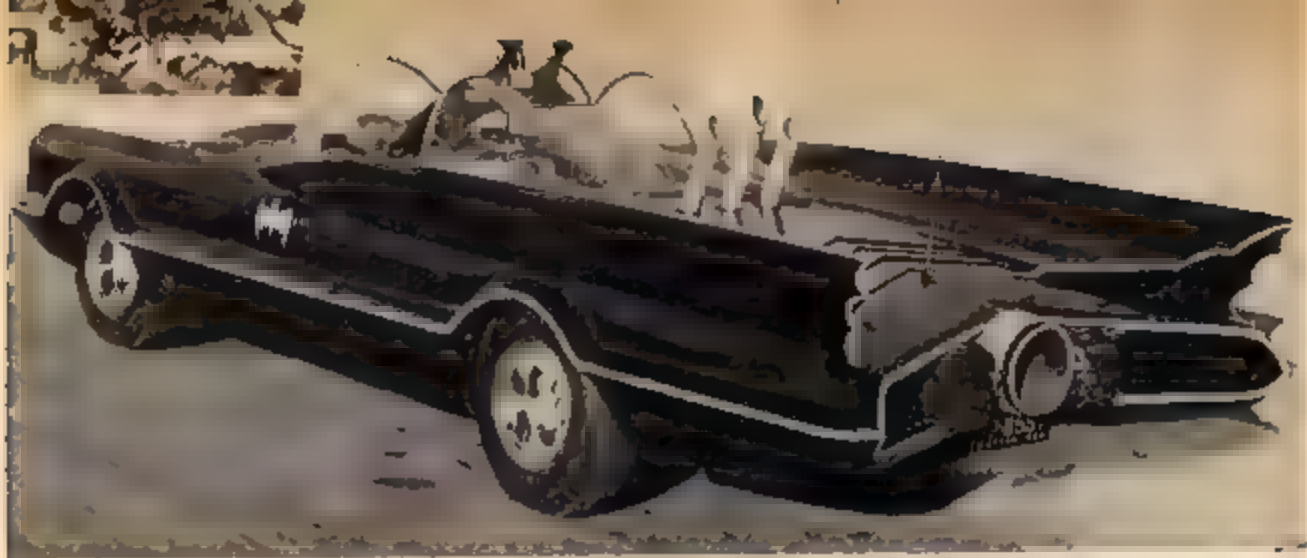


The entire roof section must be cut away. Eventually this area will be rebuilt with sheet stock plastic to form the passenger compartment. The twin bubbles will be taken from an airplane kit.

Prior to reworking the front section, cut a template for the "Bat-nose" from cardboard. This will be used to cut a piece of sheet plastic, which in turn will support the body putty from which the nose will be shaped.



A template should also be cut for the rear "Bat-wings" and trial fitted. Plastic sheet stock can then be used to form the base of the fins. The V-shaped rear can be taken from a Chrysler Tulin car kit.



One of the Batmobile's best hat-tricks is making a 360 degree turn at full-throttle through use of the twin Bat-drag-chutes. The turbine exhaust tube is mounted on a "P" cavity rear grille section.

plastic along the top. Do this before mounting the hood. This drops the hood below the fender line, making the job of creating a bat effect on the front a lot easier.

Next, cut out the entire top section. As the work progresses, this area will be filled with flat sheet stock (available from Auto World). Also, you can shape two cardboard templates for the rear Bat-fins. The Bat-nose, up front, will need a template too. Using the template, cut out a piece of plastic sheet stock to match. Remember, this plastic, which will support a number of layers of contour (body) putty, should be cut slightly larger than the hoped-for final result. The flared wheel wells will also have to be built up with spare plastic and several thin layers of body putty.

The rear deck triple-rocket-tubes will be made from 3/32 aluminum tubing while the center roll bar arch between the canopies will be shaped from balsa



Protecting the Dynamic Duo from the guns of the baddies are two plexi-glass canopies that are conveniently bullet-proof. The center safety roll bar is equipped with flashing lights and a dual trouble shooter (?).

wood (if you find something else to use, please write!). As for the rear end, the easy way is to use one from a Chrysler Turbine car.

You have enough to keep you busy 'til next month. If you're a fast worker, let us know how you did it. But, if you're kinda chicken (don't feel like you're alone!), take it easy and we'll build this thing together.

It may look as if we've got a long way to go with our fledgling Batmobile (and indeed we do!) but come back next month for a surprise. Anyway, you've got enough hints to keep you busy for awhile.



The Batmobile is actually powered by an ordinary 500 h.p. super charged Lincoln racing engine. We're using the stock version from AMT's '66 Lincoln kit. The Radar Mags are from their '66 T-Bird, with Bat-knock offs from the Munster Koach decal sheet.





Out of the way podnah! This "Big maver" is honking through! A great weapon for the commercial track wars!

PUT A TIGER ON YOUR TRACK



Here comes another
growler for the
cats that are
stuck on stockers

*Dig that hefty roll bar! Keeps our
little plastic driver safe and secure
during those wild stock car battles!*



By BUD BURNS

Are you the type of fan who really digs cars that fit in the "brute" category? Here's one for you! MPC's roaring new 1966 Pontiac GTO is a real chunk of automobile!

This car is built to 1/25 scale, one of the few that is still found in this fast dying category. Bodywork is "top draw-

er", and highly detailed. Beneath the sleek exterior is an adjustable aluminum frame which carries the roaring Dyn-O-Charger motor, parked in sidewinder position. Power is delivered to the rear wheels through three gears, the pinion, and idler, and finally the spur gear. Gear adjustment is surprisingly easy for what looks to be a complicated arrangement.

A swing pickup can be found at the

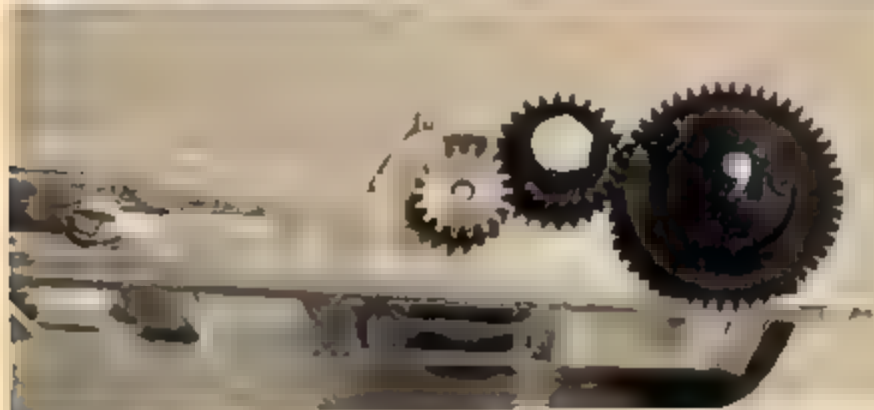
front. Like most swinging units found on production cars, it's a little on the short side. This however, is a personal opinion. I have found that the further back the swing pickup pivots, the better the car handles.

The rear tires are ground-down, special sponge units. Traction seems quite good.

One feature of the MPC GeeTO that is highly advertised, is the mechanical



Ground clearance, as you can see here, is practically nil. It handles well, however.

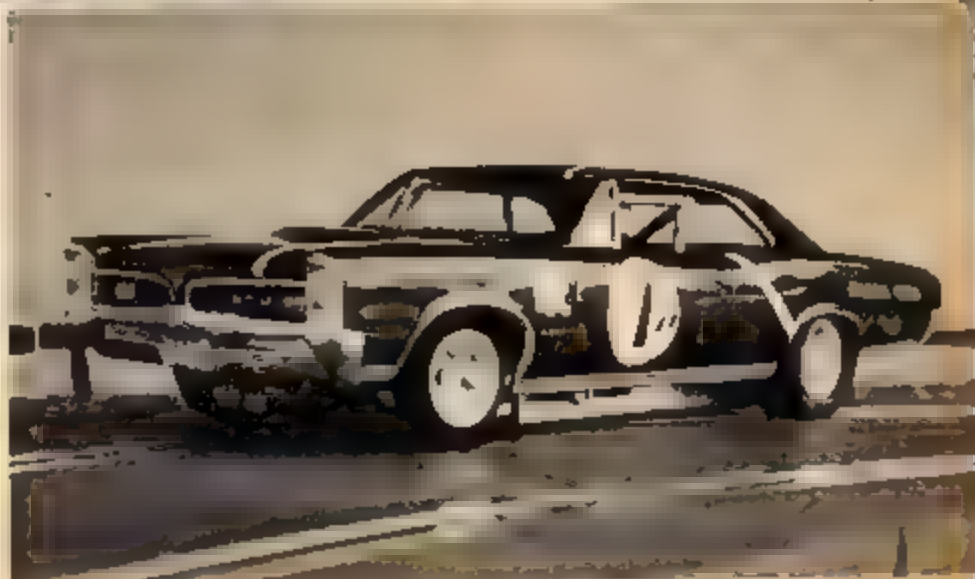


The power is delivered from the motor to the rear tires through this three-gear layout. Adjustment is surprisingly easy.

The new MPC GeeTO 1966 Pontiac is a real mean-sass chunk of rolling hardware. Body detailing is excellent.



The front wheel mechanical brake consists of a string wrapped around the axle, and connected to a pendulum.





And here's the mighty powerplant that delivers that power! This brute is a real "amp sucker," as you can see...

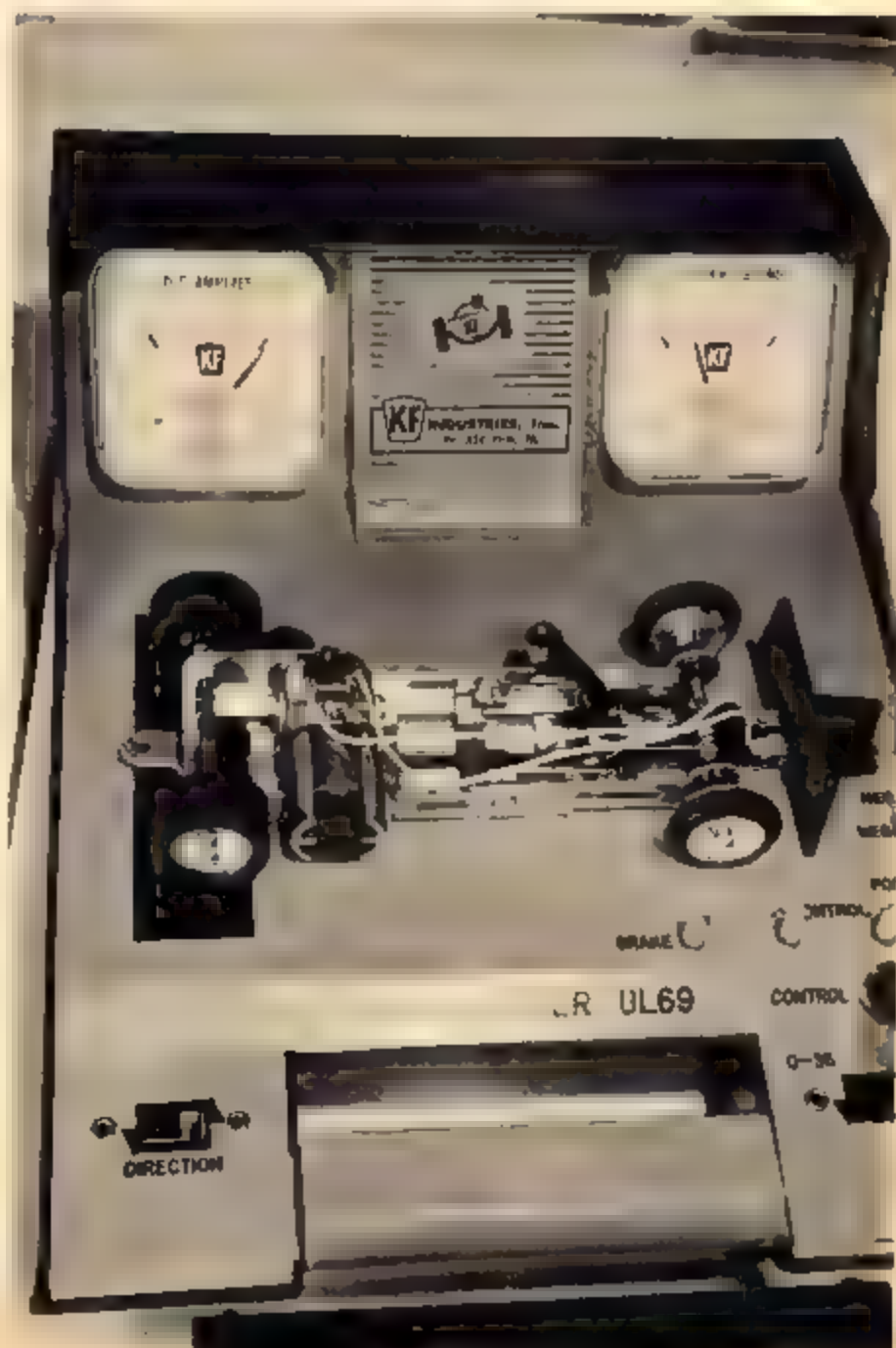
The big Pontiac is equipped with a swing pickup. Moving the pivot point back in the chassis would help handling.

front wheel brake. This is accomplished by wrapping a string around the front axle and securing it to a pendulum that reacts to the movement of the car. When the car is accelerating, the arm swings to the rear, loosening the string around the axle. When the car is "braking" for a corner, the pendulum swings forward, tightening the string around the axle. While this really does a good job of snubbing the car down, it creates a lot of unnecessary drag on the front axle when the car accelerates, because the string does not loosen completely. It is like expecting a shaft to rev freely while wrapped in rope! This mechanism can be removed easily, however, should you have some trouble getting the hang of it.

Be sure to use a hand controller of at least 15 Ohm resistance, and preferably a 12 Ohm! This big "amp sucker" requires a good hand controller.

Overall, the GeeTO Pontiac is a real tiger and should be a useful item to do battle with on the commercial tracks. If you like stockers, you should look this car over. The price is \$12.95. This car may be just the tiger you're looking for.

In this photo! That's an actual test being run. Yes, that needle is pointing to 3 amps!





Photos by George Siposs

Let's Get **HO**rganized

AT LAST! A racing association for the "wee" folks.

BY MARC CARNELLO

Despite the boom in slot racing in all parts of the world there has been one group of enthusiasts that has been largely ignored. When you consider that this group also represents the largest segment of the entire family of slot racers, it makes you wonder how it could happen! Who are these forgotten fans? The faithful followers of HO!

Think a minute. Glance through the pages of any slot racing publication. Each issue is packed with literally dozens of brand new items -- in 1/32 or 1/24 scale! New HO releases are extremely scarce. Gads!

Dig still farther into this "phenomenon" and you will note that organized HO racing exists only on the lowest club level. Very seldom do you find two or more clubs meeting for inter-club races, as you do in 1/32 and 1/24 scale racing. There just seems to be no organization in HO! Sufferin' Cats!

With the sole exception of the magnificent annual Aurora Model Motoring Contest, HO racing on a national, and especially international basis, is virtually non-existent!

Up until now there have been no standardized HO racing rules and regulations to follow. Each group of HO fans has made its own, and raced accordingly. No wonder it is difficult to organize inter-club races, everyone has their own set of standards! This problem still exists to some extent in 1/32 and 1/24 racing, but it is slowly being whipped into shape. This time the HO scene has taken a clear first place! An international racing association has already been formed, and is ready to work for you!

HOCCL (pronounced "hockey") stands for "H.O. Competition Cars International". This organization is based in Los Angeles, California and has recently released their book of rules and regulations for international HO racing. They are presently working on their international racing calendar, which will be released soon. Membership enrollment is underway now.

Enrollment in HOCCL entitles you to the following: a comprehensive rule book for HO competition, which describes in detail the way races should be organized and held, no matter if it is at the club level or international level; a membership card; a braggin' decal to apply to your racing car; and a subscription to "H.O. Competition Cars International Racing News", a monthly newsletter that contains informative "how-to" tips and news of HO happenings from around the globe. If you'd like to help, correspondents are needed badly from all parts of the world, to report on local happenings and items of interest.

Once the international racing calendar is confirmed, and competition begins, a year of fierce competition lies ahead for every member of HOCCL. The competition begins at the club level. When the smoke clears, the club champions will fight it out at the Regional level, and the Regional Champions will go on to State competition. Eventually a United States Champion will be crowned. This process will go on in every country where the HOCCL events are held. Finally, the culmination of a year of competition will result in the crowning of a World HO Racing Champion. It could be you!

HOCCL is also preparing a compre-

hensive track manual especially for the HO enthusiasts. This manual will clearly describe the construction of a HOCCL approved track, and will include wiring diagrams, components, and associated equipment. The manual will be available only to HOCCL members, at low cost. This book alone should make membership in HOCCL extremely valuable.

It's great to see the HO people on the move. Everyone who has ever been associated with this great scale knows that it simply has to be the homeracing wave of the future. And you don't need a football field for your layout either.

Enrollment in HOCCL is simple. Membership costs \$2.00 yearly, and you get all the items mentioned earlier. Send \$2.00 to HOCCL, PO Box 25156, Los Angeles 29 Calif. HOCCL officials will come through with instant return of your book of rules, membership card, decal, and the first issue of your newsletter.

Meanwhile, why not cooperate fully with this dedicated association. You would-be correspondents should contact HOCCL immediately. They need reporters. And Mr HO manufacturer, write to HOCCL! You'll be glad you did! HO is finally getting HOrganized!





MCS: MODEL OF THE MONTH CONTEST



THE WINNER . . . of this month's \$25 Savings Bond is Sheldon Cousins, of 4356 Indian Road, Toledo 15, Ohio. Once upon a time, his car was an AMT '60 T-Bird. But off came the front end, replaced by a '65 Riviera. Chrysler's Turbine car, à la Ja-Han, supplied the engine.



Shades of the Batmobile! The custom fins came from AMT's Wild Dream Kit and are molded to the body. The clear top and windshield are from AMT's '64 T-Bird, the side takes from their '62 Merc. Exterior finish is Peetra Candy Tahitian Orange; inside it's gold, with red and black trim.



Here's something for the detailers! Working features on this hauler from John Hanacek, of Lansing, Illinois, include: doors, hood, trunk, windows, seat belts, lights and trunk lock. Interior is done in tanned deer hide.

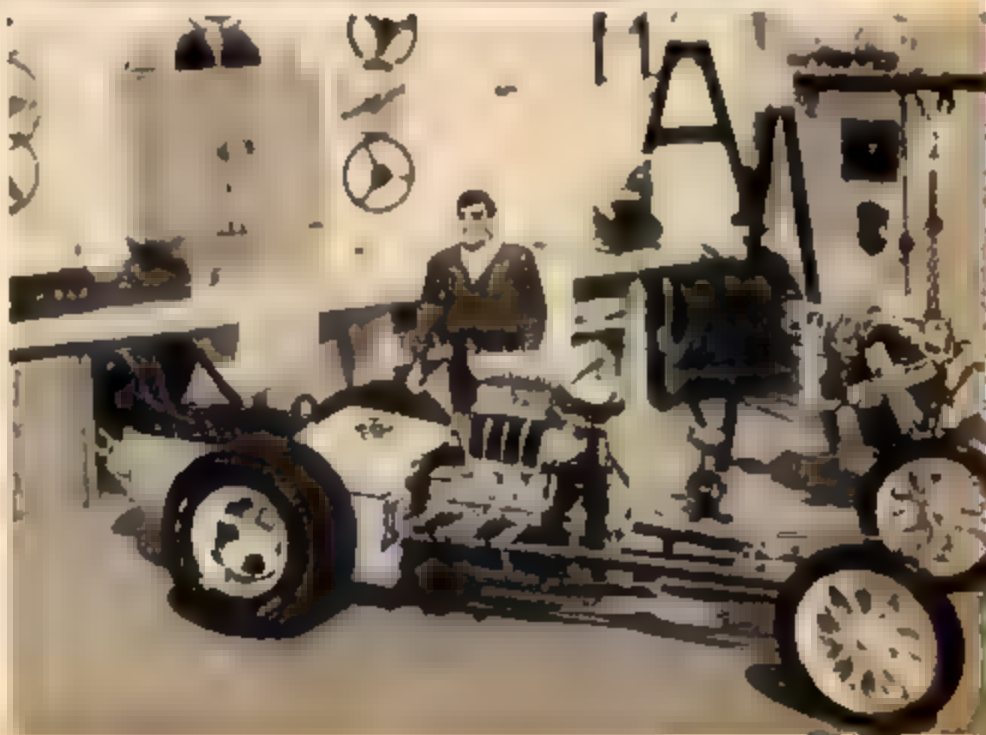


From Bill Shultz and Mike Parnley, of Lombard, Ill., came this dechromed '57 drag Chevy. The mill is a blown Chrysler naturally. Interior is done in blue and white polka dots (!).

Between customs, Master Modeler Dennis Doty, from Opa-Locka, Fla., unwinds with what he calls a fun car. Here's a modified AMT dragster on a Revell Tony Nancy frame. Rear end is from Monogram.



Strictly rally, is what Todd Kresheck, of Two Rivers, Wisconsin, calls his AMT '64 Falcon Sprint. Chrome and finish were done by hand.





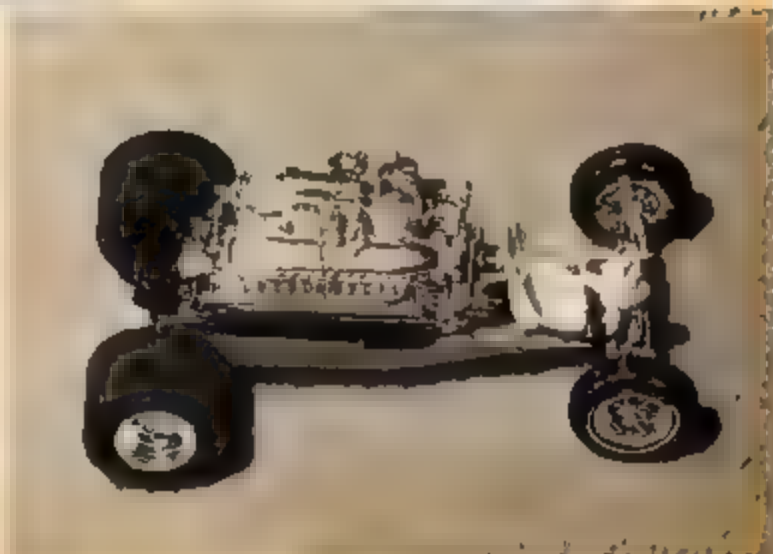
Keith Schafer, of Buffalo, N.Y., spent two months in the building of this custom '32 Ford. Top has been chopped and opened, new rear deck hand formed. Finish is AMT Gloss Orange.



Dubbed the "Nitro-Metro," this dragster from Roger Pugh, of Christiansburg, Va., was based on Hubley's Metro kit, with drag spokes and front end added. Hood was cut to take an all chrome blown Chrysler mill.



Mark Scruggs, of Dallas, Texas, worked up this personification of pure power, combining an AMT Allison, with Revell's Orange Crate. Power transfer utilizes a straight-through drive.



Kicking The "Can"

HOW THREE RACING TEAMS MODIFY MABUCHI

1

"Magnet Magic"

The Mongers, Santa Monica, Calif.

Most slot chargers today are built around the Mabuchi motor, the "tin-can" or "beercan" as it is affectionately referred to in slot racing circles. It performs well and is reliable. But, as mass produced products go, it can always use a bit of "beating up" to make it deliver more power.

Some slot racers rewind their Mabuchis to gain more RPMs. This is a pretty complicated process and, unless you are experienced and lucky, you only gain a handful of melted windings the first time the car is put on the track. So what does Joe Average do? The simple process described here is strictly for you Mr. Average, so read on for the simplest and yet most reliable method of increasing the "go" of your favorite tin-can.

One of the early type Monogram MG sports cars is our favorite, but since it

To begin the operation, bend back the two retaining tabs to allow removal of the brush holder and the armature.

The winding and nylon molding can be set aside.



The magnets are held in place on one side by a "U" shaped spring. Carefully pry this spring free and slide out the magnets, noting their positions so that they can be properly replaced.



The easiest and cheapest way to speed tune a tired tin-can is to reduce the airgap between the magnets and the rotating armature. All you need is a bit of masking tape to take up some space.



Apply a small piece of tape to the outside of the magnets, so that they will be closer to the rotating armature. Cutting down the air space increases the magnetic force for more go.

lacked power, we used it for this article. With a small screwdriver we simply bent the two little ears which hold the white nylon brush holder molding to the tin-can. The winding and nylon molding were left assembled and carefully laid aside. The two magnets inside the tin-can are held in place on one side by metal tabs and on the other side by a "U"

shaped spring. We pried this spring out and removed the magnets, noting their position so that they could be replaced in their original places. Then we pressed a 1/2 inch square piece of tape (masking tape or Scotch tape) on the outside of the magnets and put them back in their original places inside the can. Trying the armature in its proper location, we found that there was still quite a bit of space left between the armature and the inside of the magnets. So, out they came again and an additional piece of tape was applied. When the armature was put back in the can there was just enough room between it and the magnets to ensure free rotation, so we left things alone and bent the metal tabs back to hold the nylon molding in place. There, the job was done. You should have heard the old "beercan" sing!

What we've just done (for those who always want to have an explanation), is to reduce the airgap between the magnets and the rotating armature. Of course, free rotation must be maintained to prevent a burnout by the stalled rotor. The reduced airgap will not endanger the windings and reliability will be as good as ever, in fact, less heat will be generated. And the torque will be increased considerably.

In addition to the above, we also bent the arms of the brush holding springs so that they press the brushes with more force. These two operations are now routinely performed on all our motors since they take only five minutes and the results are so rewarding.

Put the magnets back in place. Then check for free movement of the armature. What you have now is greater torque, with less heat, longer motor life all around.

2 "Go Dyno-Mabuchi" L & C Racing Team, Terre Haute, Ind

Is there a substitute for rewinding? Is it possible to hop-up a slot-motor and gain the Utopian combination of torque increase, r.p.m. increase, and stock-life dependability? You can bet your sweet rheostat-plunging thumb there is! Sounds like a Brothers Grimm story time, doesn't it? Well, it is — gather around "hot-slots" and you will hear all about Dyno-Mabuchi, the friendly competition smasher.

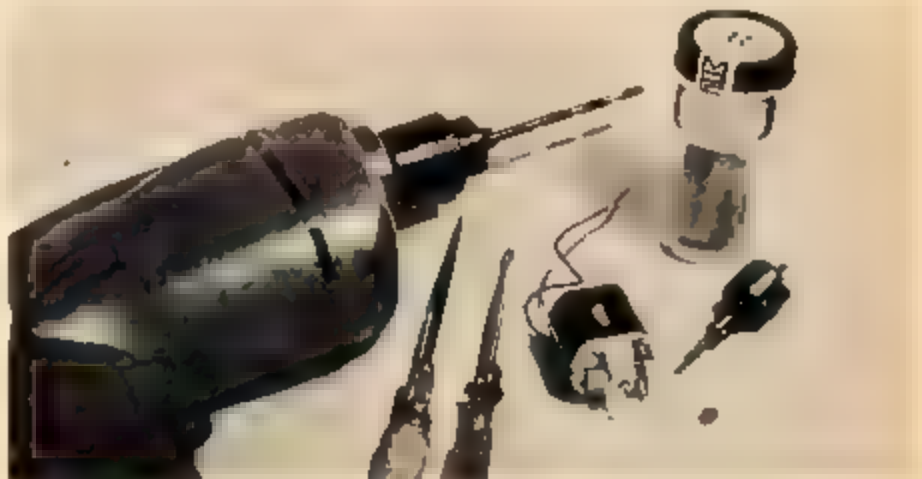
This modification process is utterly simple compared to the benefits to be reaped. Parts and tools required are at a minimum. First requirement . . . that tired out large type Mabuchi motor that you've retired to the parts box. Second requirement . . . screwdriver, drill and small rat-tail file. Third requirement . . . one Dynocharger armature #410, high performance type, and one .093 oilite or ball bearing.

To begin, carefully remove brush springs and brushes. Then bend up magnet housing retainer tabs and remove brush holder end plate. Remove old armature, but before laying it aside carefully remove and save shims from

both ends of armature shaft. Next remove rear inner bearing from its finger-flanges and bend these flanges back as far as they will go. Drill out the armature-shaft hole in the rear bearing-housing to a diameter slightly smaller than the outside diameter of the .093 bearing you obtained. The outside diameter

of these bearings vary from 5/32 to 1/4 inch. Now that rat-tail file can be used to enlarge the hole for a pressure fit of your bearing.

If you accidentally make the hole too big, don't despair, good epoxy will seat the bearing satisfactorily. Thoroughly clean magnet housing! Take the Dyno-



The way we see it, the best bet for more torque and r.p.m., plus a longer motor life, is to add a high performing Dynocharger armature, assisted by a .093 oilite or ball bearing.

3 "Ball Bearings All Around"

Newberry Street Thumbs, Boston, Mass

Enough about rewinding already! Enough! There's more to making a hot motor hotter than just rewinding the thing! How about installing ball bearings? Not only is it easy, it offers greatly improved performance over the stock oilite bearings. And we don't care what kind of an armature you're running, 6, 12, or what have you.

Rewinding is a pretty "spooky" job for a newcomer to the game, even though it's not really too hard once you've done it once or twice. With the advent of new motors such as the 6 volt Ruakit "23", however, you really don't have to bother with rewinding. Let the factory do it for you! The "23" sells for \$3.00, complete with mounting brackets. Why bother rewinding a 12 volt'er down to 6 volts when you can buy one that cheap!

The "23" has a .078" shaft, so we'll need ball bearings to fit that size. S-K F makes a great pair of bearings for only

\$3.65 Buy part number 050. Be sure you get the right ones. The sizes are .078" I.D., and 3/16" outside diameter.

Begin by removing the pinion gear with a good gear puller. Unhook the brush springs and remove the spring and the brush mechanism. Pry the retaining tabs up gently and slide the plastic end case out. Remove the armature. The bearing in the plastic end case presses out easily. The one in the other end must be pinched shut with a pair of pliers and pushed out.

Enlarge the holes at both ends of the case to 3/16". Apply a bit of epoxy to the flanges of the bearings and press in place. Flange should be on the inside of the case.

When the epoxy dries, slide the armature shaft in place, slip the plastic case over the front armature shaft and bend the tabs down. Slip the brushes in place and replace the brush springs. Press the pinion back on and you're in business.



After you remove the pinion gear, unhook the end of the brush springs, and remove the springs and brushes. Bend the retaining tabs up.

The Mabuchi "tincans" do not need re-magnetizing after such an assembly. However, if you worry a lot, by all means give it a "rezap"!

You'll find that your motor will pick up a lot of extra r.p.m., run cooler, and last longer with ball bearings. And as tough as the opposition is getting, that's important!



Having removed the old armature (save shims from both ends of shaft), pry out the rear inner bearing from its finger-flanges and bend the flanges as far back as possible.

charger armature and place the shims, which you removed from the old Mabuchi armature, on the rear portion of the shaft. Now carefully ream out the front shaft bearing of the brush retainer end plate until it will accept the Dyno-charger shaft. Replace the end plate in the magnet-housing and check for end play in the armature. Approximately 1/64 inch end play is desirable in this hop-up.

Always shim the armature from the rear to gain proper end play. Rebend retainer tabs, carefully seating the end



Third step . . . drill out the armature shaft hole in the rear bearing-housing to a diameter slightly smaller than the outside diameter of the new bearing.

plate tightly into place. Stretch brush spring arms from stock angle to 180 degrees or slightly over and replace brushes and brush springs. Have this potent "go-bundle" re-magnetized and lightly oil the bearings. Now you're not only ready for some fast action, you're all set to break some records!

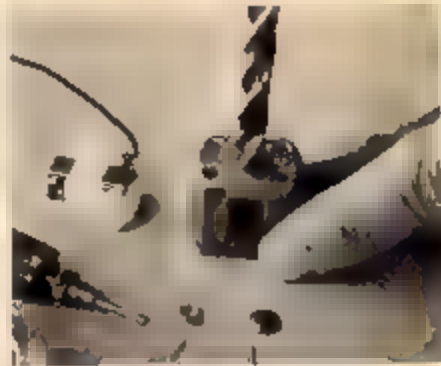
With end plate tightly in place, bend brush spring arms to 180 degrees and replace brushes. Then re-magnetize and lightly oil your Dyno-Mabuchi and Co., Tiger, Cal



Ream out front shaft bearing of the brush retainer end plate to accept the Dyno shaft. Add the old shims on rear of shaft. Replace end plate in magnet-housing and check for end play in the armature.



Remove the front plastic case and slip the armature out of the case. Gently! Don't break any delicate wires!



After you press the old bearings out, enlarge the holes in both ends of the case to 3/16" diameter.



Apply a small bit of epoxy to the flange of the bearings and insert into the holes with the flange on the inside of the case. Allow to dry.



When the epoxy has "set" and the bearings secured, insert the armature shaft in place and slip the plastic case in place. Bend the tabs down.

Reinstall the motor brushes and retaining springs. Replace the motor pinion gear. Man, that's all there is to it! Now go-o-o!





The Thirty Dollar Rod

HOW TO SPEND A BUNDLE ON A TASTY 'T'

By PHIL WILLEN

If you happen to be one of those model builders who are over endowed with a healthy supply of long green, have we ever got the car for you? The price tag reads thirty bucks and that's just for parts. The time and effort put into its building can only be counted in terms of pure love. The name of the machine is the Tasty "T"; and if you aim to build it, you'd best be handy with a check book.

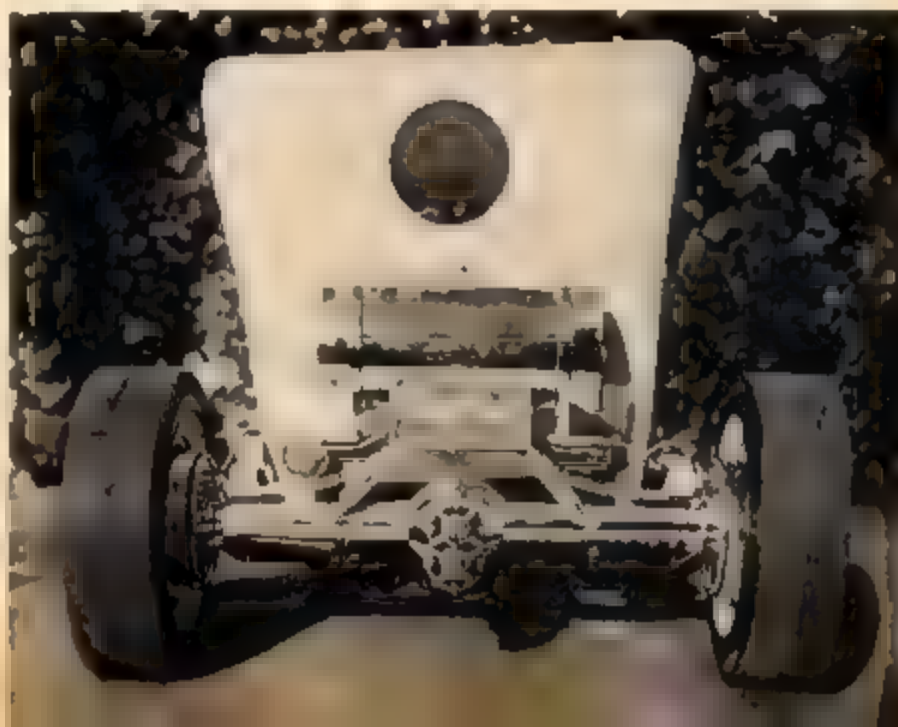
The story of the Thirty Dollar Rod began when a Master Modeler named Harley Pettit decided he'd like to try his hand at something different. He'd taken a whirl at Go-Karting, been on the pit crew of a 260 Hydroplane and worked up a full size '56 Corvette for the drags (his Vette, by the way, has turned 117

mph in 12.5 seconds and is currently aiming for 135 in 10.9.) So, he couldn't be satisfied with simply slapping a kit together. What he finally settled for was a combination of Monogram's Big Rod, Big Drag and, not one, but two Revell Drag Bike kits.

The first job to be tackled in the project was to cut down the original spindles to fit the motorcycle rims. The rims also

had to be drilled out. The rest of the assembly is essentially a combination of the Rod and the Drag, with the emphasis on the Rod. One small change has the windshield braces mounted to the radiator cowl instead of the headlight housings. And for a more competitive look, the rear whitewalls were turned inside. It was also found that the front tires had to be 19 inch scale if the oil pan could

A view from the stern turns up more detail. Notice the hydraulic brake lines, transverse leaf spring, large T gas tank and that ever popular quick change rear end.



One thing you get when you go 1/8th scale is plenty of detail. And it looks like nothing but real. The ram box on top of the blower is big enough to be a jet intake.

hope to clear the ground. Then, to add a crowning touch to engine room, on came the 4-71 G.M.C. blower from the Big Drag.

So, if there's some change burning a hole in your pocket, and if you dig detailing in an awfully big way, go ahead and brew your own special cup of "T". All it takes is time, talent and thirty dollars.

Portrait of a Charger. Top up, or top down, the lines are clean and classic. And the good looks aren't limited to the topside, down under there's more detail, including a ladder type frame and chrome torque tube.

Go ahead, pilot; hop in and plant it all the way to the wood. The white tuck and roll looks like it's made for easy riding. And the gauges are great.



Take a look at the cut down hub from Revell's Drag Bike. Notice the fine detailing of the king pins, steering linkage, shock absorber and even the lens on the headlight.

A close up of the mill reveals the magneto just behind the blower. The front radius rods (hanging down from the frame) help keep the front suspension from wandering around on its own.

Portfolio of Champions:

THE REAL LOOK IN SLOT RACING

By Raymond E. Hoy & Phil Willen

One of the brightest stars on the international racing scene is the Lola T 70, with a record that any racing stable would be proud to boast. K&B Manufacturing, of Downey, Calif., decided this car would make a worthy addition to their 1/24 scale line of great racing machinery. They have just released their version of this great car, at considerably less than the price of the real one. \$8.00 to be exact. The kit is nearly as impressive as the real car!

You'll find the rugged and easily adjustable aluminum frame, plus swing pickup, that is so familiar to every K&B fan, along with a rugged "Super Challenger" motor, a sidewinder that K&B manufactures themselves.

The wheels mount on straight axles by means of K&B's exclusive POSI-LOK split brass collet. We reported on this sensational device a short while back. The POSI-LOK arrangement eliminates wheel wobble completely, and makes positioning of the wheels on the axle, child's play.

The front tires are superbly detailed, but for some reason the big soft spongies at the rear have absolutely no detailing at all!

The body detailing is superb also. Only the smallest amount of excess



This Lola T-70, by K&B, will give you a beautiful copy of the real thing, and for only \$8.00. You can modify it to look like...

flashing had to be removed. The parting lines on the shell were minor indeed.

The car closely resembles the Mecom team car #18, that ran at the 1965 Riverside Grand Prix. You can match the looks even closer with just a few simple modification steps.

The spoiler on the rear deck should be built up a bit more. Make a cardboard template first, then transfer it to light plastic sheeting. Cut it out and glue it in place, then fill the seam with body putty and sand true.

The #18 car that ran at Riverside also had a small spoiler mounted on the "hood" of the car, directly in front of



Or how about this mad mauler? You can use the K&B Lola for any of these machines with just a little imagination and work.

The #18 Mecom Lola that ran at the 1965 Riverside Grand Prix. Only the slightest changes are necessary to match their looks.

Lola T-70

A CONTINUING SERIES ON HOW
TO DETAIL THE PROS.

the exhaust vent. Make this from clear plastic or even very lightweight brass. Epoxy in place and paint when you paint the body shell.

The Mecom cars have a metallic blue finish. Spray with Testor's #39R Sapphire Blue metal flake enamel, or similar paint.

Number 18 is not found in the K&B kit, so you will have to buy a sheet of Rasskit or similar, decals and make your own. Mount the decals as close to the correct position shown in the photo of the real car, as possible.

The finished K&B Lola will look very close to the real Mecom #18. It will make a great looking addition to your racing stable. And it's a winner too!

Make a cardboard template of a spoiler. Check the fit carefully. Transfer the design to sheet plastic, cut it out and glue in place.





The new spoiler should be "faired in" with body putty. After it is painted it will look like it grew there!



The small spoiler at the front can be easily made by heating and bending sheet plastic. You can use light brass too.



Here's yet another version of the T-70 that you can build. Dig those air scoops!

Lola T-70

Bursting forth on the 1965 racing scene was a new piece of racing machinery, with the improbable name of Lola. Actually, Lola is no newcomer. She's been around since 1958 in one "dress" or another. That was the year that Eric Broadley, designer of the Lola racing cars, brought out his first sports-racing car. At that time he used the old four cylinder, flat head, English Ford engine . . . the one that resembled a scaled down model "A" mill.

A succession of race cars followed Mr. Broadley's first effort, including Formula Jr., and Formula One cars. The F-1 racers never had time to be developed to their fullest potential, and didn't fare too well against the marques that had been competing in Formula One racing for so many years.

It was the year 1968 that saw the introduction of

a radical, new coupe. Lola Cars Ltd. brought forth a rear engined coupe, using a steamed up version of the Ford Fairlane mill. The coupe created quite a stir at the London Racing Car Show that year even though it hadn't been completed. At Le Mans, it showed great potential, until a crash ended its race day. About that time, the Ford Motor Company was casting about for a racing enterprise to carry their banner into battle. They thought so much of the Lola coupe design that they bought it, along with Eric Broadley's services. Through the process of evolution, the Lola coupe became the much-publicized Ford GT.

When his contract ran out with Ford, Broadley went back to his own drawing board to work on a new car worthy of challenging the very best of the racing world. Thus, the Lola 70 started to grow.

At this point a few facts about the 70 are in order. The wheel base is 95 inches, track 54 inches, width of the car is 69 inches. Overall height measures just 31 inches. On the front, 5:50 x 15 tires are mounted on 8 inch rims. The rear tires are 6:50 x 15 on 18 inch



The big muff used in the real car really hauls the mail, but it hasn't anything on our 1/24 scale version!



The K&B Super Challenger sidewinder moves our little Lola over the road in a big hurry too. Chassis is fully adjustable.

rims. Framework is made of steel box sections attached together to make up a light, strong chassis.

The engine compartment, as is the current trend, sits just back of the driver. A Ford or Chevy is usually tucked back there, coupled to a four speed transaxle. (transmission and differential in one housing) or sometimes a five-speed ZF unit. The Traco tuned Chevrolet engine in the 70 chassis has proven itself to be tough competition indeed.

Photographs being presented on these pages show Lola in action. We've tried to give you the feel of the car as it goes through its track paces so that as you detail your model you can feel the wind sting your cheeks at 180 miles per hour, feel the four hundred harnessed horses behind, going ta poketa, ta poketa as you deftly touch the brakes with your toe, while at the same time stabbing the throttle with your heel.

With a little time and patience you too can own your own Lola. That old model maker, Ray "twinkle-fingers" Hoy, will show how to add this menacing machine to your stable.



The #18 decals will have to be obtained from a Ruskit decal sheet. Looks rather sharp, wouldn't you say?



MODEL **BONNEVILLE**

A 1/25 scale history of the cars that made the Salt Flats famous

By JIM KEELER

Bonneville, Utah, is many things. According to the geography books it's a place in northwestern Utah, near the Nevada border a barren stretch of land, covered with salt from a primeval sea. But ask a man who knows anything about cars, and he'll tell you that it's also the world's finest high speed driving course. In fact, the name Bonneville has over the years become almost syn-

onymous with speed itself.

Each year, near the end of summer, hundreds of would-be-record-breakers make their pilgrimage to the Salt. And each year, if the weather is kind, the old records are broken and the auto racing world has its new heroes. However, a time may come when Bonneville will be no more. It will still be a notation in the geography books; but through

the combined efforts of Man and Nature, the salt flats will almost certainly be unfit for high speed record runs.

Throughout most of any year, water percolates up from the desert floor to flood the salt. Only when the seasonal winds whip across the flats, driving the water from the straightaways, can the time trials be held. But lately, due to the effects of commercial salt mining oper-



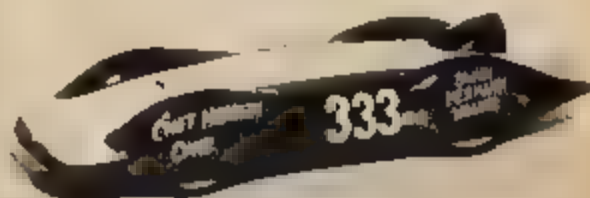
In 1960, Mickey Thomson drove his Challenger I Streamliner to a one-way record of 406.60. Four Pontiac V-8's cranked out 3000 hp and delivered power to all four wheels.



For many years, Al Jenkins' Mormon Meteor, powered by a 700 hp Curtiss Conqueror V-8, held the record for 24 hour sustained speed, with an average of 161 mph.



In 1947, the Wynna Friction Proofing Special reached 270.473 mph, using three Ford V-8's. It was designed by Bill Kena, who donated the model collection.



Another famous streamliner from Bonneville is the Chet Herbert Camo Special which reached 142.18 mph in 1957, with power from two Chrysler V-8's.

Campbell's record was smashed by George Eyston's Thunderbolt, which reached 357.50 mph on Nov. 19, 1937, using two 12-cylinder blown Rolls Royce Merlin aircraft engines putting out 3000 horses.



Malcom Campbell's Bluebird V was the first on the salt to better 300 mph. The date was Sept. 3, 1935, and the power came from a Rolls V-12 engine.



ations being conducted nearby, the flooding has grown worse, and the course has deteriorated. Some experts see possibly ten more years of good salt. After that, Bonneville should just be history.

But as history, Bonneville will make

for some colorful memories. Even now, in Wendover, Nevada, an oasis on the edge of the salt, a "Hall of Speed" has been established at the Stateline Hotel. It is dedicated to the generations of hot rodders and speed men who have made Bonneville famous. On display are nume-

teen 1/25 scale models of some of the more famous and faster cars ever to blast across the salt. The collection was donated by Bill Kenz of Denver, Colorado, a longtime Bonneville enthusiast. Each model is displayed in a special glass case that includes a brief history of the trials, tribulations and triumphs of its full size counterpart.




The midget of the collection is the Tornado Special, a Ford powered little guy that went 224.144 mph in 1953. The model is eight inches long, compared to the Spirit's 18-1/2.



John Cobb, in his Railton Mobil Special, almost broke Eyston's record when he reached 350.20 less than a month later. His car featured two Napier Lion motorboat engines with 2,840 hp.

Craig Breedlove's Spirit of America was the first jet powered "car" to surpass the LSR. It used a G.E. J-47 jet engine to reach 526 mph, before crashing, on Aug. 3, 1963.





COBRA TERRACE

COME HOME LIL' HOT THUMB

*'CAUSE HERE'S WHERE
THE ACTION IS!*

PART II of building the All-Scale Super Circuit

BY RAYMOND E. HOY

Last month we discussed the design problems facing an enthusiast who wants to build his own home track. This month we're going to actually go ahead and build it!

Check the enclosed bill of materials. With the exception of the shellac and blackboard paint, and the materials needed to build the battery case, you will have to duplicate this bill of materials three times, because we are using three tables in our three lane design. The shellac and blackboard paint go a long way, and you won't need a quart for each table. Just buy it by the quart, and as you run out, buy more.

The construction of the table is clearly shown in the 1966 MODEL CAR

RACING HANDBOOK, on sale everywhere for only \$1.00. Our table will be built slightly different, but assembly is basically the same. Use the HANDBOOK as a cross reference. If you have not purchased a 1966 MODEL CAR RACING HANDBOOK yet, what's keeping you? If you can't find one on your local newsstand, send \$1.00 to "1966 MODEL CAR RACING HANDBOOK", 131 Barrington Place, Los Angeles 49, Calif. Better yet, use the order form found in this issue, or the latest issue of MODEL CAR & TRACK.

The table used under our super-circuit will be tremendously strong. We will use the twin-sheet method of construction. The bottom sheet need not be exceptionally good wood as it merely serves as a base. 1/4" thick "Shop

grade" plywood is fine, and inexpensive too. The 3/8" particle board top sheet will actually be our track surface.

After the table framework is assembled, place each table in position, as shown in last month's drawing. Fasten the tables together with bolts and nuts.

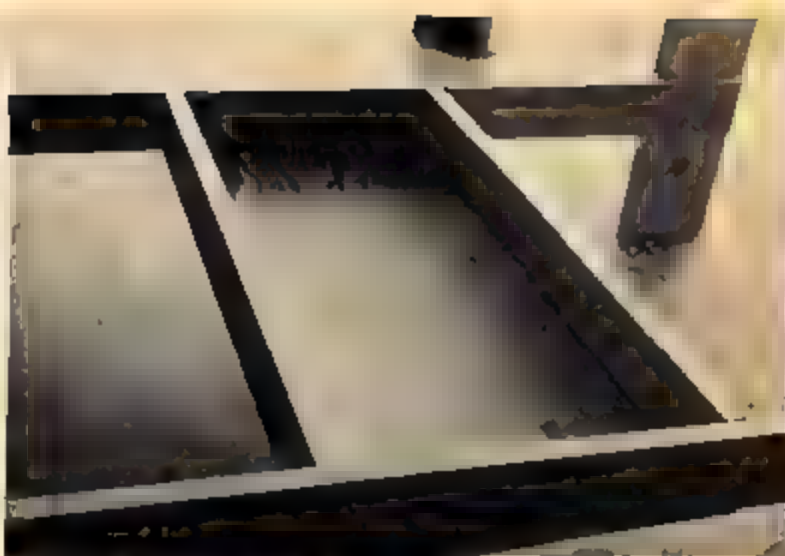
Wipe the surface of the tables with a soft rag. You can now draw the lines for your slots.

Use last month's drawing as a guide. A long straight board makes a good guide to run your pencil along when you draw in long straights. Curves can be drawn with a large homemade compass. Drive a nail in one end of a yardstick to act as a pivot point. If you're cutting a 20" radius curve, for instance, drive the second nail through the yardstick exactly 20" from the pivot

MODEL CAR SCIENCE



Use drawing "A" as a guide and build the tables. Follow the photos in the 1966 MODEL CAR RACING HANDBOOK. Construction steps are identical.



The finished battery tray will look like this. There is enough room for the 12 volt battery and a battery charger.

Place the tables in the position called for in last month's drawing. Shim under the legs so all tables are exactly the same height.

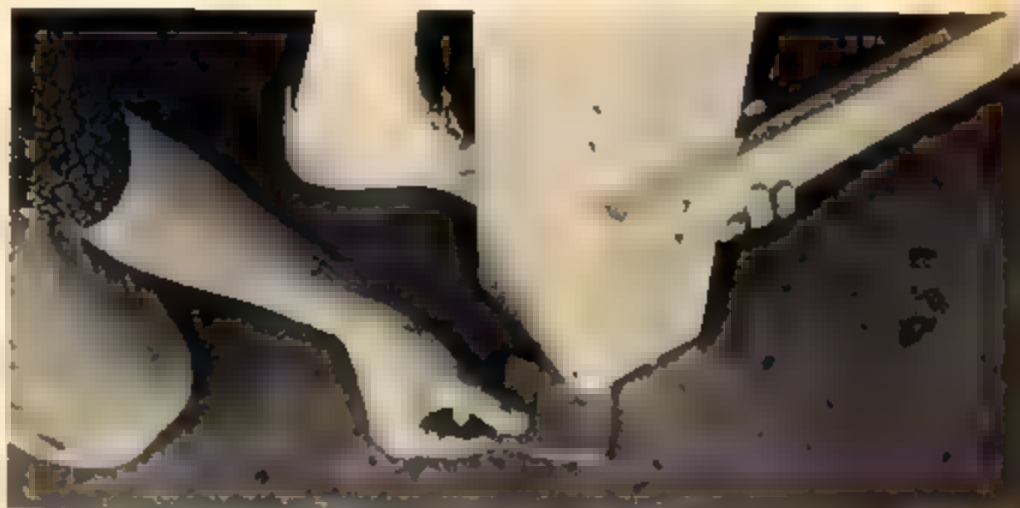
nail. Instead of using a pencil, simply make a light scratch with the nail and follow that with your router later on.

Always lay out and draw the curves first! That way, if you are slightly off with your line, you are still o.k. Just line up the exit of one corner with the entrance of the next corner and draw in the connecting straight, using a long board as a guide.

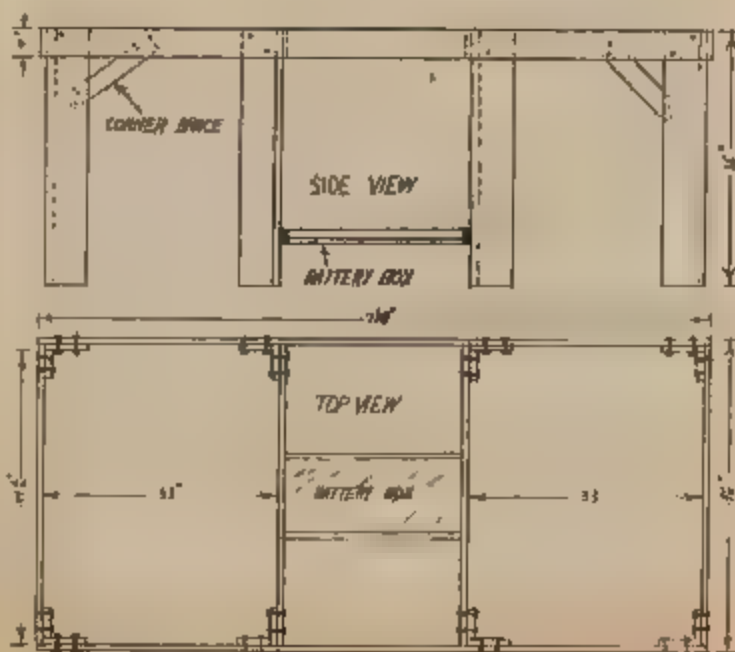
After you draw the lines in, double check everything to make sure they are laid out correctly. It's easier to fix a mistake now than after you cut the slot! Satisfied? O.K. Rent a router and a straight-faced, 1/8" router bit. Drill a 1/8" hole directly through the center of a drawn line at the entrance or exit of a curve. Once again, cut the slots in the curves first.

You will need a trammel rod setup for your router. Free-handing it will result in an uneven slot. You can make a trammel setup for pennies. Check drawing "B". All you need is two 36" lengths of readi-bolt, nuts, and a piece of wood, as shown. You can set the radius by adjusting the nuts on the readi-bolt.

A router is dangerous! Use both hands to steady it. Hold the router firmly, but not with so much pressure that it will not move easily over the surface of the wood. Insert the router bit in the router and set it into the 1/8" pilot hole that you drilled. Now lift it up gently, so the router bit clears the hole. The router is still off! Swing it gently through the entire arc to see if the router bit stays over the drawn line.

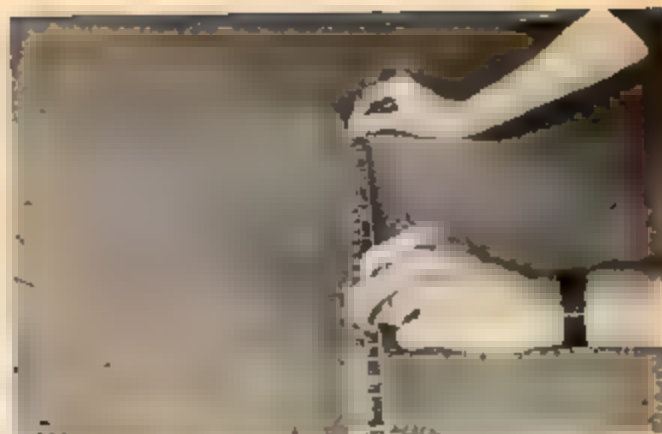


Drawing "A"





The sides of the tables that join are the "flush" sides. The particle board top does not extend past the side rails of the table. Bore holes through the side rails and bolt together.



Draw the lines, using last month's drawing as a guide. A yardstick with nails in both ends makes a good compass. Make a light scratch.

It should. However, if you're only a tiny bit off go ahead and cut the slot anyway. You can absorb slight inaccuracies when you align the corners with the straight board.

Have someone else turn the router on while you hold it steady. If you've never used one before it will make your hair

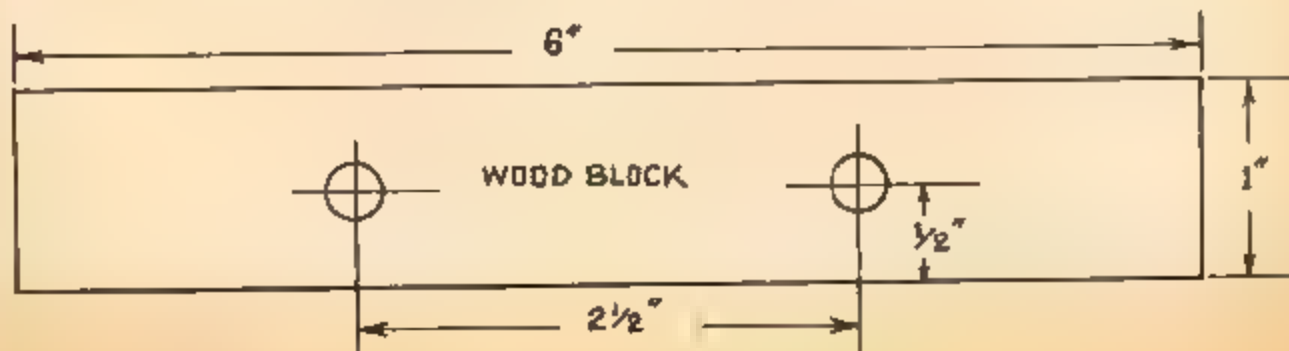
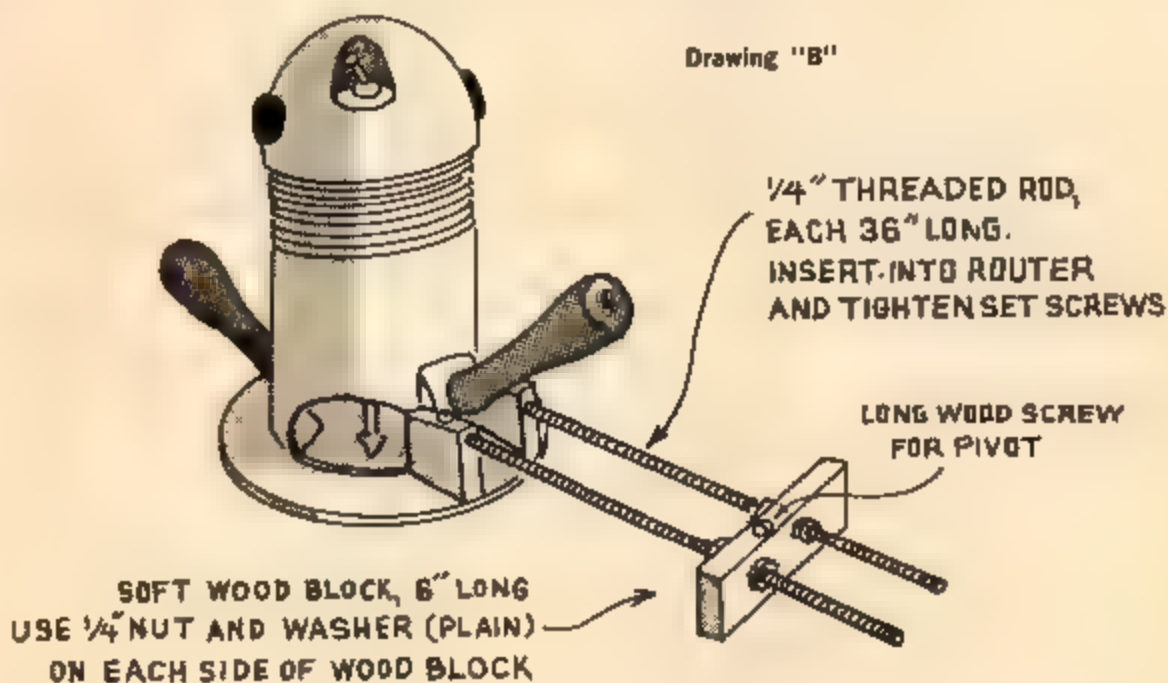
stand up! This is a high revving piece of machinery, so be careful. If you want to clear away sawdust, etc., shut it off first.

Cut all the slots in the corners first, then cut the connecting straights. Don't worry if you gouge a slot here and there. They can be easily repaired with

plastic wood, as shown in drawing "C."

If you are going to use braid, a recess must be cut right now. Your local machine shop can modify a drill bit to have it look like the one shown in drawing "D." If you can't find anyone at a local machine shop who will do this for you, you will have to use a 1/4"

Drawing "B"





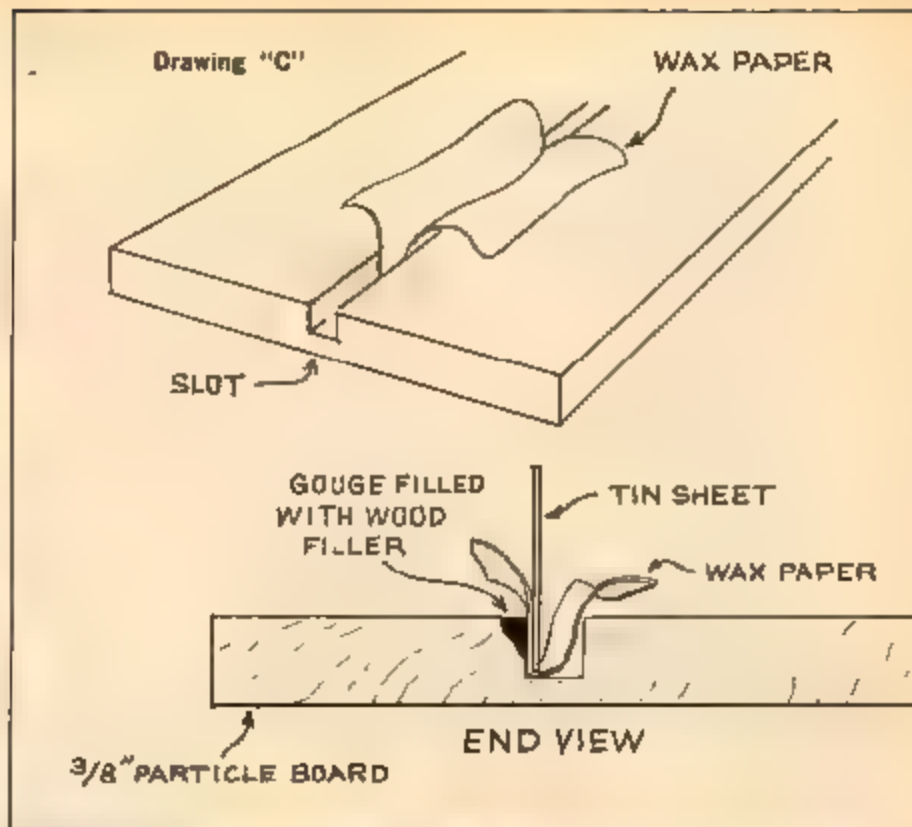
Drill a 1/8" hole through the center of a line at the entrance of a curve. Insert the router bit in place to check the depth of the hole.

wide end mill attachment. Insert it in your router and set the radius so the bit will make a 1/4" wide cut on the far side of the slot (when cutting a curve). Set the depth for a .020" cut. Cut the far side first, then change the radius and cut the inside. The finished slot and recess should look like drawing "E".

Only after all the cuts and recesses are made can you elevate the sections of track that are to be raised. Use plenty of supports, and don't make the track climb too rapidly. Start with a 1" high support, then a 2", and so forth, up to the maximum height you want. Drill 1/8" pilot holes through the track surface, and into the supports that are directly below. Countersink these holes and insert 3/4" long, number 5 wood screws so they rest below the surface. The screw heads should then be covered with plastic wood, and sanded smooth when dry. (See drawing "E".)

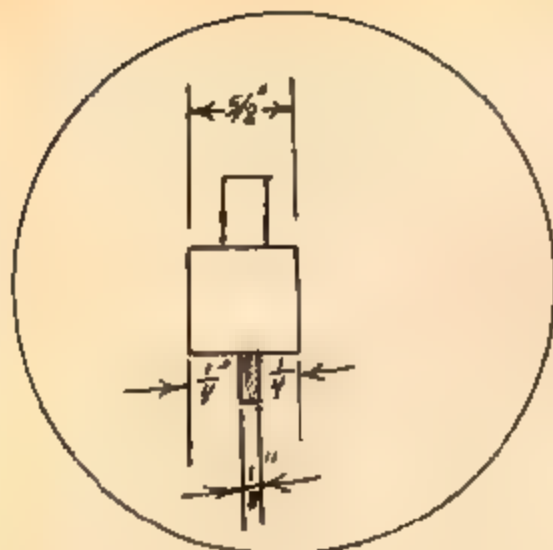
If you use copper tape instead of braid, you can skip the recessing operation and go directly from routing the main slot to elevating the track. How-

If everything checks out, hold the router firmly and make a slow, even-speed cut, right up to the exit of the curve. Curves are cut first.



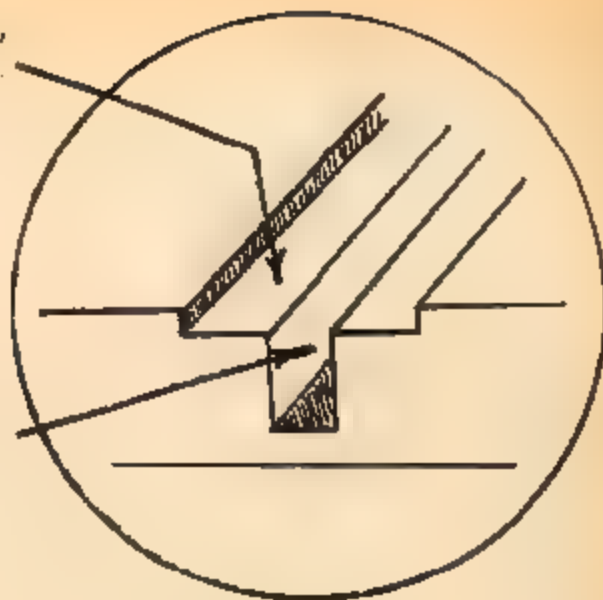
Before you make a cut, lift the bit out of the hole and make a "dry run," through the arc. The bit should stay over the line.





Drawing "D" — Router bit.

Recess is .020" deep x 1/4" wide.



Slot is 1/8" wide x 1/4" deep.

Drawing "E" — Closeup of the finished slot, routed and recessed.

ever, braid will outlast copper or aluminum tape and offer maintenance-free operation for a long time to come. 3/8" wide STIK TRAK, made by Cox, is ideal.

Before you can lay braid you must seal the surface of the particle board. Use two coats of shellac. Seal all exposed wood, including the recessed slot.

When the shellac dries, paint the track with blackboard paint. About two coats

should do it if your sealing job was good. Again, the paint should go over the recessed area that the braid rests in.

After the paint dries, you can lay braid. Use Cox's heat applicator, part number 3169, priced at \$3.00. This fits an American Beauty soldering iron, 200 watt model. Merely lay the braid in the recess (you can do both sides of the slot at once) and apply the hot tip of the applicator. Naturally, the dull side

of the STIK TRAK should be facing down. Heat causes the glue on the dull side to melt and fuse the braid to the track surface.

Make certain the braid does not protrude out into the slot. That's why a 1/4" wide recess should be made. It al-

Use a straight board as a guide and cut the connecting straight. Double check for accuracy. Now do the steps in drawings "B" and "C."



After you apply shellac and paint, lay the braid, using the Cox STIK-TRAK applicator. Braid each table separately.

lows the narrower 3/16" wide braid a little clearance to get away from the slot.

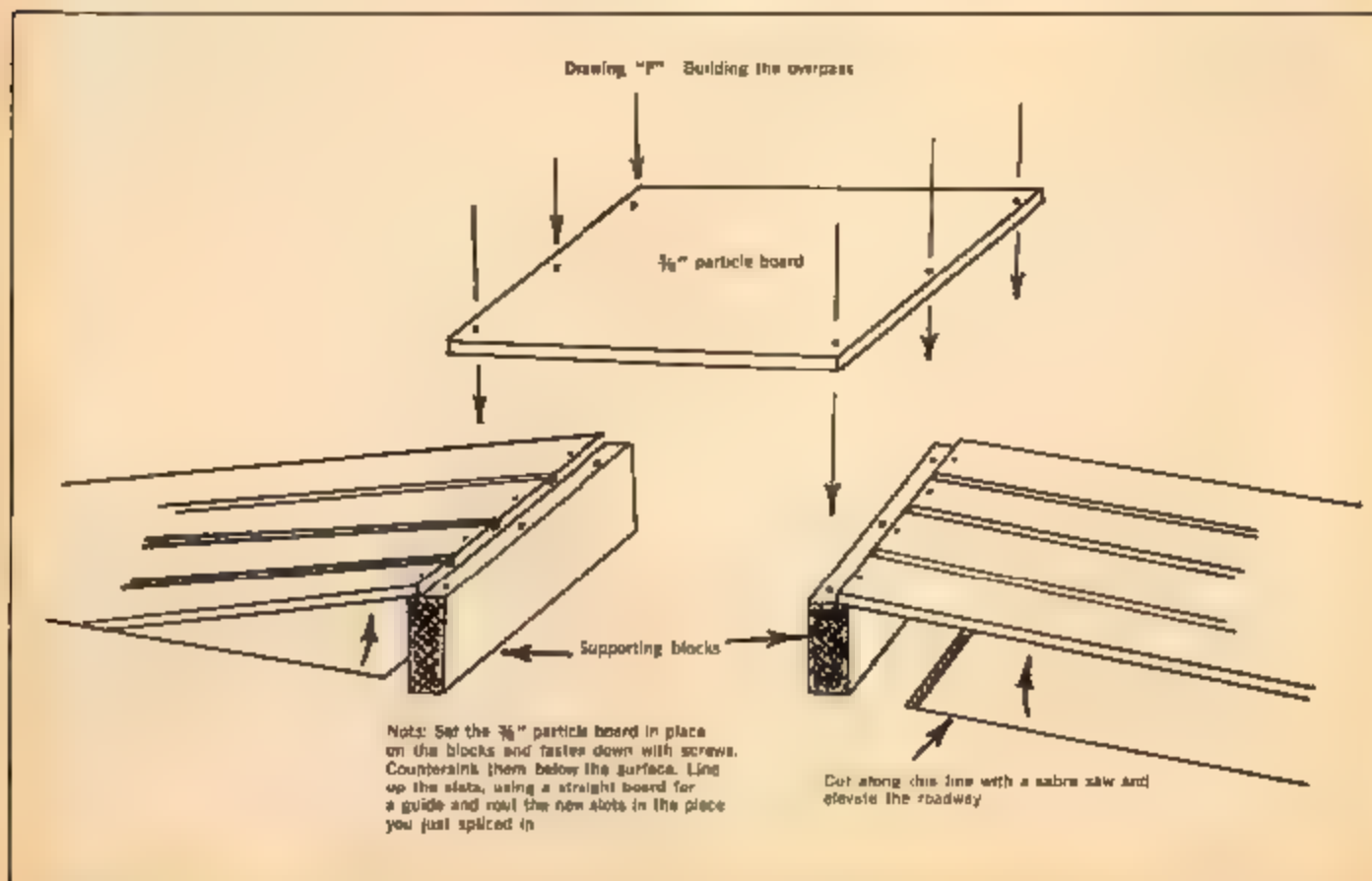
Braid each table separately. When you work your way to the edge of the table, laying braid, run the braid over the edge of the particle board and staple it to the side of the table. By doing this you can make your tables movable. Actually you are building a track in three separate pieces, each one connected to the others only by means of nuts and bolts. The braid on one table will butt up against the braid on the adjoining table, making a good electrical joint.

When you run the braid down the side of the table and staple it, make certain you have left enough to join the electrical wiring from the power supply too.

So that's it partner. Go ahead and start laying braid. Next month you'll get the full scoop on wiring this great track, and you'll actually be able to run on it. After that comes scenery. Get busy!



The recess shown in drawing "E" was made with this special bit. It was machined from a 5/8" drill bit. More info in the story.





"You race a 32nd scale car, you win a 32nd scale trophy . . . what's wrong with that?"

OUT OF CONTROL

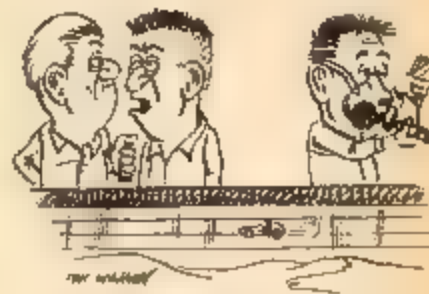
A LIGHTER LOOK AT THE WACKY WORLD OF SLOT RACING



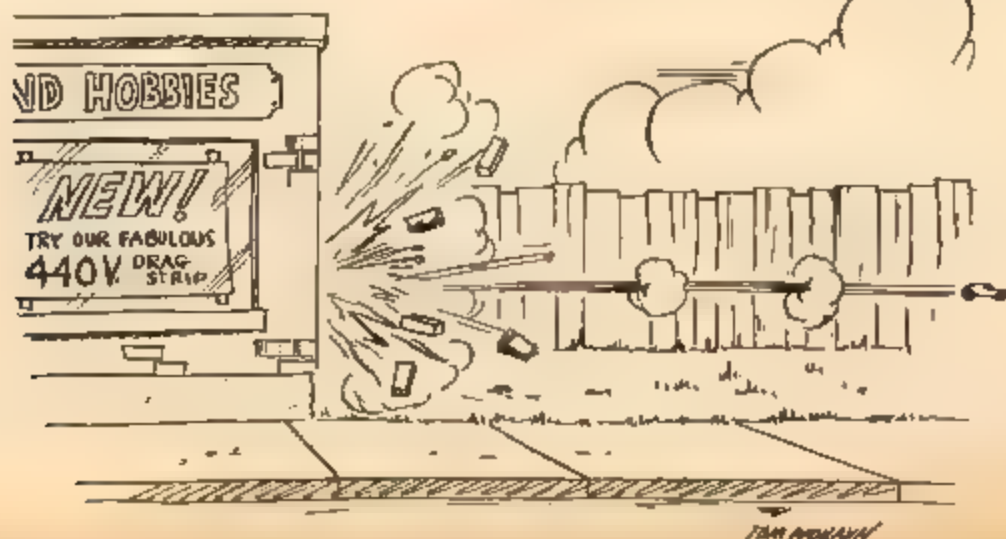
"Tiger I kinda think you'd be wise to cool it on this race."



"You're on, and remember anything goes!"



"I'd like to ask him what he's using on his armature, but I can't get close enough!"





POPPING "WHEELIES" WITH THE "YE OLDE VIBRATOR"!

BY BOB McCALLA

PHOTOS BY PHIL WILLEN

Have you ever wondered what makes the people who drag race the BIG cars tick? Drag racing has become (the big cars, I mean) a rich man's sport. In the case of the "Funny Cars," the factory usually stands a goodly share of the expenses, if not all of them. For us peasants, the costs would soon become stratospheric and thus eliminate us from competition.

"Achtung," here's your chance to have your own Funny Car at a much more nominal expense, and with just about as much fun, but without the noise and

eye-melting fumes of the nitro burning monsters.

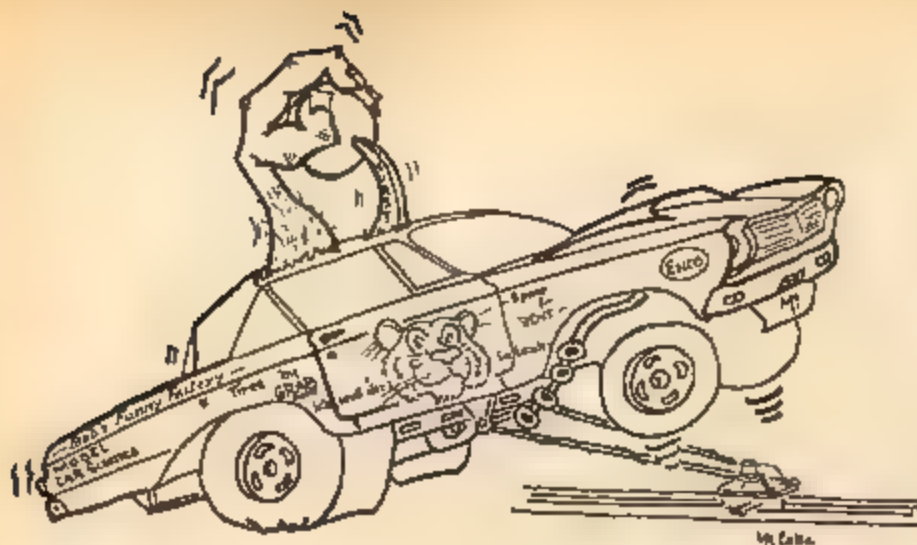
Almost any of the new stock car kits on the market can be used to build a conglomeration of this type. The cars most widely used, however, are the

What's a "Funny Car?" Well, you could call it an "altered wheel-base dragster"; or maybe a "wheelie-popper". But, the best definition (and the least specific) is that it's the wildest crowd pleaser to ever burn its skins on the strip!

MOPAR products, Dodge and Plymouth; GM being represented by the Chevy II and the Pontiac GTO. Ford has the Falcon and the Mustang. These are the most popular of the lot, so if you can pick up one of them, you're about ready to

Our 'Ye Olde Vibrator' was based on AMT's 66 GTO kit. The body section adapted easily, with only two slight modifications, that of opening the rear wheel wells and cutting a hole in the hood for the GMC blower.





go. The kit used as the basis for this particular experiment was the Pontiac GTO by AMT with custom designs by George Barris.

The other goodies used for the construction were basic parts which may be purchased at any hobby shop or model supply store. For those of you who are a little more advanced and have the means to scratch build your

own tube frames, the possibilities of course, are unlimited.

The power comes from Cox, the ball

To permit the use of a shortened wheel base on the BuzCo frame, the aft wheel wells must be enlarged about a half inch forward of their stock position. The fat, soft skins from Classic fit beautifully.



bearings for the rear axles from International, the tires from Classic, and the frame from the BuzCo Co. The swing pickup was scratch built, but the BuzCo frame comes equipped for a solid mount pickup, if this type is in demand. I should mention now that Funny Cars are renowned for their "Wheelies" on the drag strips; and if you intend to duplicate this action with your model, a swing pickup is a must! The only custom items which were used in the construction which were not included in the AMT kit were the headers and the GMC blower assembly. These were installed as optional features and can be obtained from either another kit, or from one the various custom package cards which may be purchased at a hobby store.

Now for the basic construction. It would be wise to modify all of the body parts first before painting. The rear wheel wells should be enlarged about 1/2 inch forward of their stock position to allow for the shortened wheelbase. This is the only cutting which is required for the "body" portion of the kit. If you are not going to install a blower on the car, the hood and body may be painted at this time; otherwise a hole will have to be cut in the hood for the blower. DO NOT cement the top to the body yet. This will be one of the last operations which you will perform.

Now you are ready for the cut away operation on the underside portion of the car; you're through for now with the body.

The bottom, or fender well section must be cut at the first crossmember behind the motor section. The front section is the only part which you will use, so you can eliminate the rest. Now a section 1-1/16" wide must be cut out between the two frame rails until the entire section is removed, leaving a "horseshoe" shaped portion for the front wheel well assembly. When you have completed this step, paint the assembly, cement it into position in the body and set aside to dry.

Now for the final cutting procedure, that of the interior and seat section. This section should be cut into about 1/8" in front of the rear seat. The front section will be all that is used, so the rear section may be set aside. All door panels and front kick panels should be cut off to make the car as light as possible. The rear center section of the floor must now be cut away in the same manner the fender section was cut. This section should be cut out up to the back end of

The major modification to the interior is shown here. To make room for the motor, cut away the rear seat and sides, saving only the darkened area. This piece runs from the dash to the rear of the center console.



The 'Vibrator's' swing pick-up was scratched from spare tubing, with a rubber band providing the tension. Body mounts can be made from flattened tubing, soldered to the frame. You'll notice that the pick-up is askew. Hmmm?

the center console portion of the floor. This is to permit the motor to fit in without hitting the forward section of the floor. This section should now be painted, flat black preferably, and set aside to dry. The windshield, dash, and steering wheel should now be cemented into the body section and detailed. Now cement the front bucket seat on the driver's side onto the floor section, on the outside edge of the cutaway section,

Give her the juice, Big Bob, it's wheelie time! With a dash of Shure Grip under the sponges, the 'Vibrator' will literally stand on its hind quarters and tippy-toe down the track!

making sure there is room for the motor. Then cement the floor section to the body and front wheel well sections and set aside to dry.

From here on out, it is a simple basic assembly procedure: windows, top, bumpers, taillights and any other little "goodies" which you may desire to attach to your creation. To hide the motor from view, when looking from the top down, a piece of heavy black water-color paper or poster paper may be used. Cut the paper to fit from the back of the front seat to underneath the rear window. This will give the appearance of a tarp inside and also enhance the interior detail considerably. The paper

may be attached simply with a small piece of Scotch tape in several places. If you do not have a roll bar that you can borrow from another kit, you may construct one very easily by using the corner from one of the plastic "trees" which hold the miscellaneous parts of your kit. This should be trimmed up, and another leg cemented onto the other end, painted black or silver. The back braces for the bar may be constructed from the same type of material and glued into position at the rear of the roll bar, sloping down through the tarp.

If you'd like a jillion ideas on how to paint and apply decals for the final touches on your model, look for a copy of Popular Hot Rodding. The Funny Car is here to stay, so you will have a big jump into a new class of racing if you build one of these jewels. How about it?



BZ Builds a BOMB

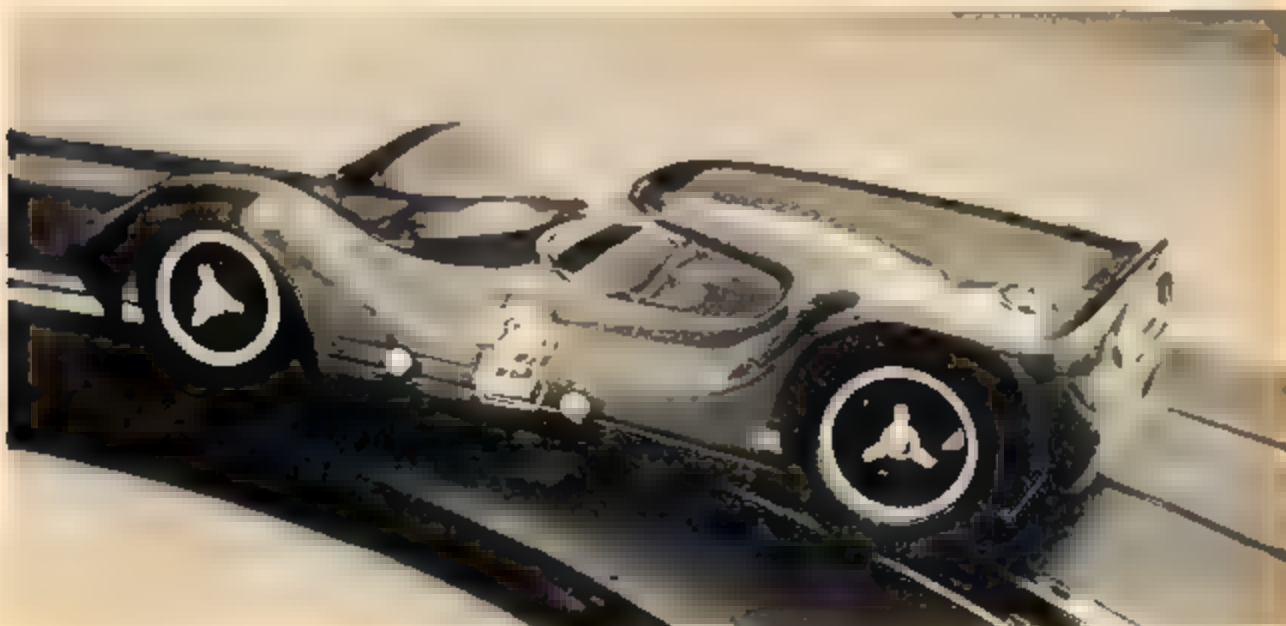
WITH BUILT-UP THE BIG RAGE,
HERE COMES A NEW CHALLENGER.
THUMBS, MEET THE BANSHEE!

By MARC CARNELLO

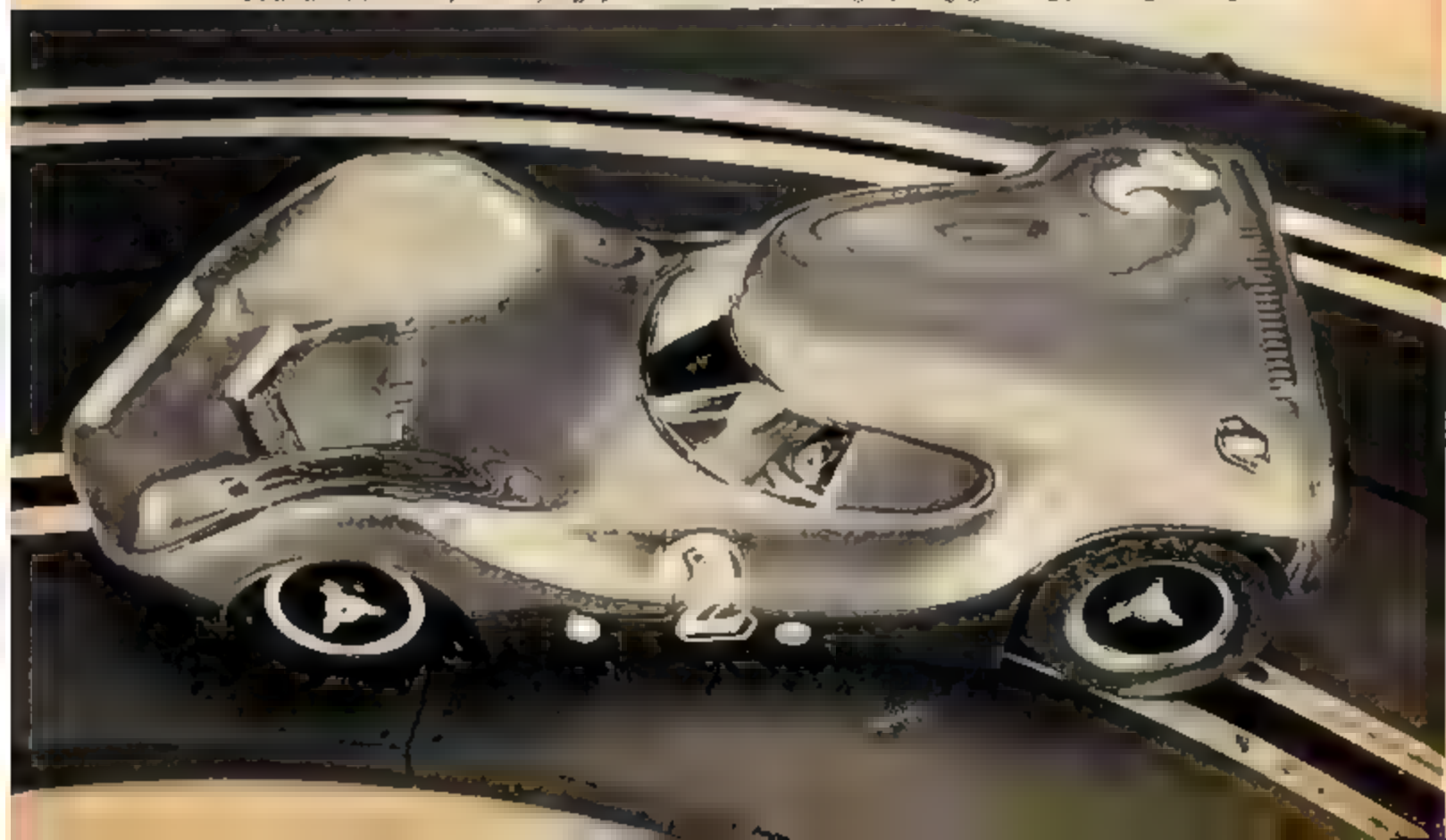
Want to see a sassy looking machine? Check out the new Banshee, by BZ Industries, (formerly American Line Products) of El Segundo, Calif. This little terror comes as a ready-to-run competition machine.

The Banshee was created by automotive designer John Power, exclusively for BZ. The body styling is wild, and has a lot in common with a Corvar GT.

In this case, however, it's not what's up front that counts, it's what's underneath! You'll find a chromed pan chassis



Dramatic is the word for the styling of the new Banshee. The high, flaring, gull-wing fenders give it a g-o-o-o look!





How would you like to look in the rear-view mirror and spot this coming up behind you?



In just a few minutes you'll probably get this view of the Banshee anyway! Coming or going it looks great!

with a wishbone-type swing pickup, and a healthy big Mabuchi tin can parked in sidwinder fashion, driving through top-quality Weldon gears.

The chassis, unfortunately, is not adjustable for wheelbase. However, a great many clear plastic bodies can be mounted very easily.

While you can't do much about changing the wheelbase, the tread could be changed by removing the metal spacers and inserting plastic ones. The beautiful four-hole wheels are locked in place with three-prong knock-off hubs. Front tires are of the "O" ring type, while the rear tires are spongies. BZ calls them extra wide, but they're only medium width in my book. Traction however, is excellent, as is the handling of this little going machine.

The styling alone will sell this car to a great many commercial track fans. It sells for \$14.95. There are two other ready-to-race machines in the BZ stable too, a Shelby Ford GT, and a Ferrari 275P, both priced at \$13.95.

While the Banshee body comes factory painted, you can buy just the clear plastic body shell for \$1.49. The frame too is available for \$2.95, and will take other manufacturers' motors, including the Russkit 33, Royal Bobcat, SP-600, Classic 250, Cox TTX-200, Monogram X-200, Kemtron Indy 500, and KTM 6 volt. The BZ-1000 motor is available for \$4.00. If you're not happy with this 9 volt screamer, buy one of their accessory armatures. They're available in 3 to 4-1/2 volts, or 4-1/2 to 6 volts, for \$2.50 each.

BZ sells all the components used in the Banshee separately. Drop a line to them for more information. The address is BZ Industries, 1234 Franklin Ave., Department MCS, El Segundo, Calif. 90245. You'll be glad you did.

And "go" it does too! The BZ 1000 motor, parked in sidwinder fashion, drives through Weldon gears. Spongies stick well.



The drop pickup is weighted. The chassis is non-adjustable. Note the three prong knockoffs and beautiful wheels.

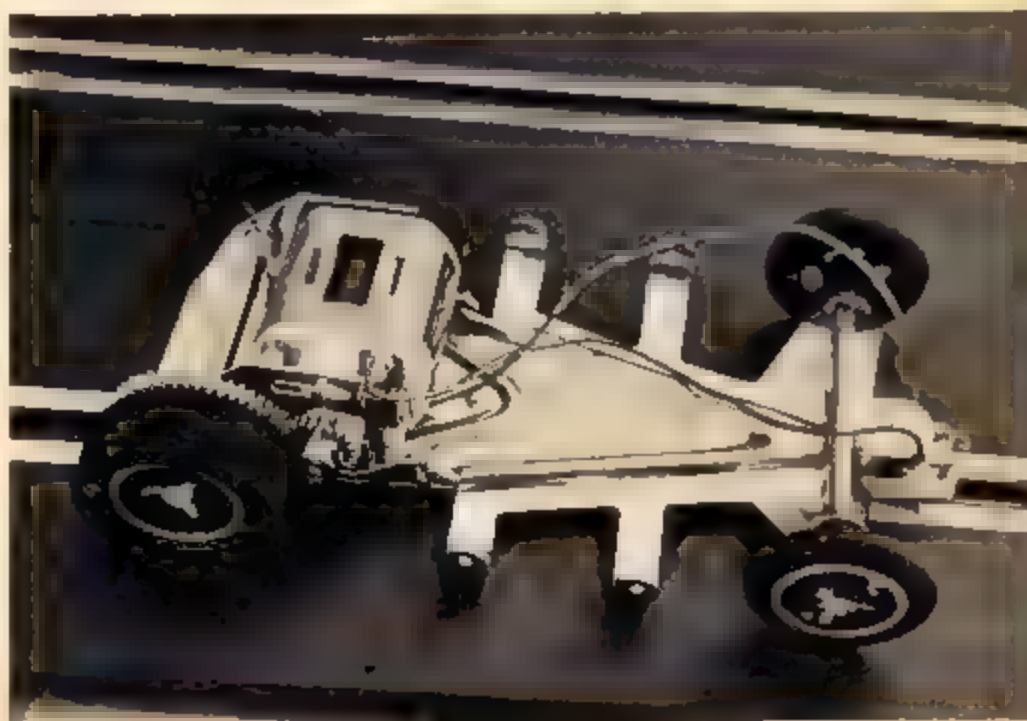


TABLE TOP



PHOTO CONTEST

THIS MONTH'S
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Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif

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DOUBLE BARRELED "BONDMOBILE"



WHO NEEDS BATMAN, WHEN WE'VE GOT 007!

BY GEORGE SIPOSS

Every modeler gets the urge, once in a while, to build a "model to beat all models" in the looks department. A showpiece, a conversation piece, something to display on the mantle . . . a car he can discuss with his friends, hour after hour. I think that I have found THE ideal car for just this purpose. It has "lotsa looks and gobsa GO." Is it any wonder that I chose the Aurora James Bond Aston Martin?

Actually, I have two versions of the "Bondmobile." Both use the same running gear, but the bodies are slightly different. One has working doors, hood, and trunk and seats. It has a realistic DOHC engine and there are suitcases in its trunk. Let's call this James Bond's town car. The other body has cockpit detailing, but no doors or hood that work. However, it is loaded with the infamous goodies which were shown in the picture "Goldfinger," an ejection seat, bulletproof windshield and . . . but I am getting ahead of myself here. Suffice it to say that this is my favorite.

Both cars use the famous Ulrich chassis with independent rear suspension, independent front suspension and steering. I felt that it was a must to use this chassis, since the car is picked up by so many people who are just itching to find something that doesn't work on

my stuff. This chassis puts an end to all arguments. To complete the picture I used Russkit's now-famous real wire wheels, with three-pronged knock-off hubcaps. The motor is Revell's RP-66, while the body mount is also from Ulrich. Assembling this chassis is quite straightforward and I shall not bore you with details. Just read the instructions which come with the chassis kit and you cannot go wrong.

In order to modify the DBR-4 "Town Car" kit for slot racing, here is what I had to do. I built up the Ulrich chassis first and then tried the Aurora body on it. It was immediately evident that all the components could not be used. I therefore cut off the floor plate in front of and just behind the door frames. The two front seats were cemented in and the floor (or what was left of it) was added in its proper position. The top of the rear platform (under the rear window) and the rear seats were cemented in slightly higher than their natural position to clear the motor and suspension components. The body was left on top of the chassis while these components were drying so that the clearances were just exactly right.

The front suspension system and the plastic motor had to be modified to fit over the pickup flag. I cut off the bottom half of all the motor compartment parts and cemented them inside the wheel

If you're a real Bond-man, you can try both versions of the Aurora Bondmobile. They convert to literal slot terrors with a minimum of work and a lot of fun. Well, the job is a little complicated, but you can hack it.

wells. The bottom of the engine block was also chopped off and the cylinder head was held in place by the exhaust pipes, water pump, the top of the gear-box housing, and the radiator.

The trunk bottom is about 1/4 inch higher than it should be to clear the crown gear. Here also, parts were sawed off and cemented in place to provide enough clearance for the running gear. There is still room there for the spare tire and suitcases that come in this fabulous kit. The chrome parts, hood and trunk lids and headlights are cemented in exactly "by the book."

The Ulrich body mount goes nicely under the floor and fastens the car body to the chassis with two screws. This is truly a glorious looking car as it whooshes down the straights on our local slot track. I am in the process of putting a 1/24 scale Ulrich Mini-James Bond behind the wheel.

Aurora Plastics also has on the market an exact shelf model replica of the car which appeared in the "Goldfinger" flick. This model happily was a little bit easier

Continued on page 58

MODEL CAR SCIENCE

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Budd Hudson



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Both Bandmobiles use the very best running gear around; namely an Ulrich chassis, Ranskit "wires," and Kerell's RP-66 motor. And Ulrich's body mounts make swapping bodies a snap.



On the Town Car version, the floor must be cut off at the foot pedals. Engine components also are trimmed considerably. However, cylinder head covers the pick-up and the engine compartment still looks realistic.



The Super Spy version is actually the easier to work with. Here we cut away the center of the floor to clear the slot motor, removing a piece about 1-1/8" wide, from the rear of the transmission hump to the rear seat.

Continued from page 56

to modify for slot racing.

First, the floor section was placed over the Ulrich chassis. It was evident that the motor and the rear suspension parts were holding the floor up too high. I simply took my faithful Dremel tool and cut the center of the floor out approximately 1 1/8" wide, from the rear of the transmission hump to the rear seat. The driver's seat was cemented in by one half of its bottom. The passenger seat, being of the "ejection" variety, was left in place; but the center cutout came quite close to the part which holds the ejector spring. You'll see what I mean when you do this yourself.

I used Testor's Line Gold to get that Goldfinger atmosphere. After the body shell was painted, the windows were cemented in and the dashboard was cemented under the cowl. The outside chrome trim was applied along with the headlights and the "goodies" (machine guns, ramming bumpers, bulletproof shield in

Continued on page 60

Although the center floor is gone, the passengers can still be mounted in an almost normal position. No plastic motor is needed up front, as the hood on this version is non-operable.



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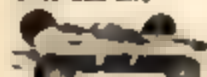
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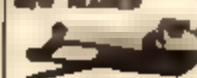
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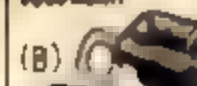


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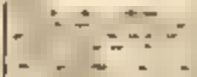
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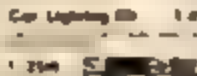
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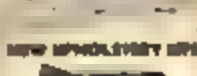
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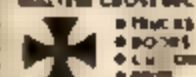


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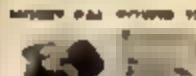
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Of the two version's, this particular Bond-jon digs the Super Spy car the best. It's the most "wicked" looking slot machine that ever caught the crowd's attention. The detailing is nothing but fantastic.

Continued from page 58

the rear, etc.). The front section of the floor was cut off at the foot pedals to clear the pickup flag.

The ejection mechanism was assembled per instructions and left to dry overnight so that the spring would not deform the softened plastic. Now the two "people" were cemented into their seats and the floor assembly was once more tried on top of the chassis. All being well, cement was applied on the top edges and the body shell was lowered to cover the "office." Thus a very good fit is obtained without the need of recutting or redoing any of the previous steps. Again, the Ulrich body mounts do a

Good looking enough to run in a serious concours event, the Town Car version can also really move out . . . thanks to Ulrich and the other running gear people. Say, who's that behind the tree? Don't tell us, George, we can guess!



And the ejection seat really works! Cement an extension on the outside control lever, so that a nail, driven into the track about 1-1/2 inch from the slot, will trip it. Zap! Bye-bye, Bad-guy!

good job here. The cut away part of the center section is not apparent at all, since the inside is black anyway. I painted the dashboard and seats red to create a little bit of variety.

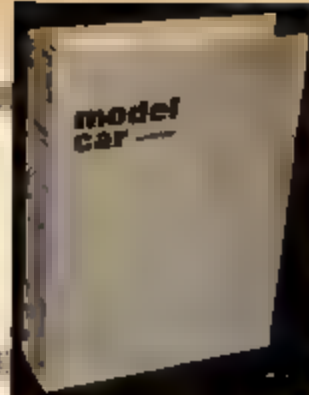
In case you're interested, the ejection lever can be actuated from the outside. I am planning to cement an extension on the lever, so that a nail, driven into the track about 1 1/2 inch from the slot, will trip it and eject the passenger.

All in all, this is a very rewarding project. No matter which body I use, the car performs well and is great for show-off time at the local slot scene.

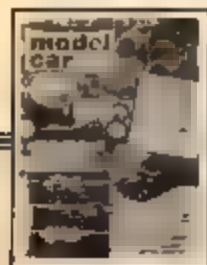


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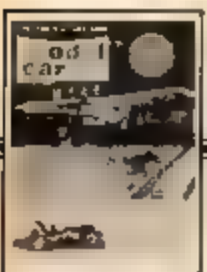
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The main components are shown here. Make sure that the starter spring is for left handed operation.



Take the parts out of their wrappers and mount the spring on the engine.



Using four small screws and locknuts mount the brackets on the engine.

PROP POWERED RACING

How to build an Air-Car

BY GEORGE SIPOSS

If you happen to have a Cox chassis which isn't being used for gas powered racing, here's a one hour project that can convert it to a wild air-propulsion speed demon. Why try it? Well, if you haven't tried it, why knock it? Anyway, it's an interesting way to spend an afternoon and it's kind of like fun. Just follow the simple steps shown in these pictures and in less than 60 minutes you'll be racing on the dragstrip or at the end of a line.

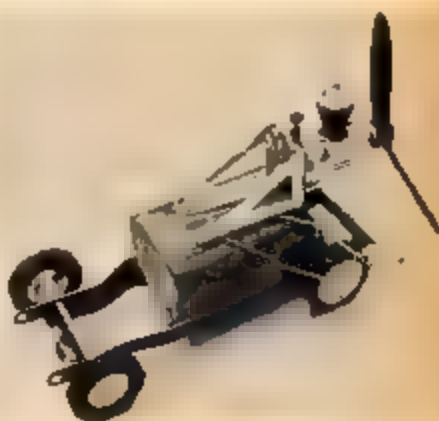
Here is the list of parts you'll need a Cox 1/20 scale chassis with wheels and axles; Cox Babe Bee model airplane en-

gine; Cox starter Spring for left hand operation; Cox Nylon props; and finally, Cox angle brackets for the motor mounting. They may sound like an all star cast from Cox, but these parts fit together easily, making this an enjoyable project. Just make sure that the prop is mounted so that it will push the car instead of pulling it. If you don't, you may end up with a mouth full of propeller and a set of lacerated gums. Now if you're ready, here we go!

Mount the motor brackets to the wood, start 'er up and let 'er fly! oops, we mean roll!



With one woodscrew, mount the chassis on a four inch long piece of 2 x 2 wood.



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HOW TO TALK CAR

Asphalt eater. Basket of snakes. Carry the wheels. Dog Hang it out. Pooch. Stovebolt Yellow Bumper Zoomies. All of the foregoing are part of America's second language, otherwise known as 'Car Talk.' Every 'In-group' has its own way of saying things, and as the biggest and most 'in' group around, the people who dig cars are no exception. Just flip through a copy of MCS and you're bound to notice that the way we use words isn't, well, exactly the way Webster would want us to. And if you don't comp it, as car buffs would say, you're nothing but out to lunch. But, don't despair, 'Cause there's a new book just out that can have you talking like an old pro.

The name of the book is *How To Talk Car*, and its author, John Lawlor, is one guy who ought to know. As for John's credentials, he not only drives the L.A. Freeway daily, but is a contributing editor (!) to *Pop Customs*, *Motorcade* and *Popular Hot Rodding*. And there isn't a major car magazine in the country that hasn't run a Lawlor by-line (those that haven't just don't know class when they read it. Right!) John even stoops to write for MCS, which is pretty big of him.

The book, published by Topaz/Felsen Books of Chicago, is a veritable 'must' for any 'new-guy,' with over 1,000 words and phrases to beef up a weak vocabulary. And for the people who'd rather look at pictures, there're more than 100 of them. It's the world's first, best and most complete guide to what we mean when we talk customizing, rodding, drag-ging and just cars in general. So how come you haven't got it already?

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KEEP THAT TRACK CLEAN



IF YOU WANT TO KEEP IT HUMMIN' AND HAPPY

BY GEORGE SIPOSS

Your cars are tuned, there is plenty of power, you press the hand controller and . . . nothing happens! What's wrong? Why don't the cars run like they should? The reason is probably very simple, yet often over-looked, dirty power tapes. If the power tapes on your track are dirty or corroded, pitted or tarnished, there may be so much electrical resistance between them and the pickups on your car, that hardly any electricity flows to the car. You may be pressing the "GO" button with all your might, yet the car just crawls along.

The solution is simple and elegant. "Clean them rails . . . in one of two ways."

The easiest method is passing a fine grit sandpaper on top of the power tapes or rails (depending on whether you are an HO or larger scale racer) and then passing a soft lintless cloth over them. A few drops of common solvent should follow the sanding job. Place a few drops of solvent on a clean rag and wipe the track.

The difficulties of cleaning a large track layout are obvious. There may be hard-to-reach areas, tunnels and turns that would be time consuming to clean every time you want to run your cars. The latest entry in the slot racing products field makes this job quite easy. The Sexton Track Cleaner (manufactured by E. Sexton, P.O. Box 83, Roosevelt, L.I., N.Y.) makes the job easy on any scale or size of track. The brass parts in the kit can be assembled in a few minutes and you are ready to clean your track.

When you've got a large, complicated track that needs cleaning, the easiest thing going is the Sexton Track Cleaner, which can be used with any scale car. For 1/32 or 1/24 scale, mount it on the rear for more scrubbing pressure.

For use with H.O. cars, mount the cleaning pad up front. First sand the rails, then reverse the pad, soak it with solvent, and run it over the rails again. Before each race, dust the track with a lintless cloth.

In HO scale, attach the cleaner assembly to the front of the car. The front body mounting screw is ideal for this purpose. First sand the rails, then reverse the pad and run the solvent soaked pad over them. Cigarette lighter fluid can also be used. After the rails are clean, it is a good idea to Scotch tape a one inch square rag to the rear of the body and run the car over the course to clean the surfaces which will be touched by the rubber tires.

On large tracks, in 1/32 or 1/24 scale, I always attach the cleaner to the rear of the car since there is plenty of weight there to press the pad down to the track. I never use sandpaper on my large track which has braided power tapes.

Dust is best cleaned off with the pad dry; the second run should be done with the pad soaked in a solvent. Again, tape a piece of cloth to the rear of the body and run the car over the course in order to clean the track surface. A clean track and clean tires will result in surprising traction. Sometimes even a simple wipe-off with a lintless cloth before the first run will improve performance tremendously.



MODEL CAR SCIENCE

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you can
handle!***

CLASSIC ASTRO-V 1/24 SLOT RACE CAR KIT



CLASSIC INDUSTRIES INC., 8926 National Boulevard, Los Angeles, California

Unusual!

Do not expect ordinary or conventional model racing parts from COX. There's an easy way and a right way, and COX has chosen the right way (the unusual way), always improving model racing either in speed or realism! Three tested high-performance accessories for '66 have just been released. They are unusual; they will improve your racing; they are typical of COX.

NEW! ACKERMANN STEERING GEAR

This may not be news to big race car builders, but it's important news to model racers! A real Ackermann front end that turns exactly like a big race car. Each wheel turns on its own radius; the inside is tighter, on a curve, than the outside wheel. This not only corrects drift on turns, just as if there was a driver at the wheel, but eliminates speed robbing tire scrub. Now for the first time in model racing the front end of your car works for you as well as the rear end.

FRONT END ASSEMBLY Die-cast magnesium wheels (2). Dunlop front tires. Nylon spring loaded guide blade with brushes. Ackermann nylon steering gear. Only 1.98



NEW! COXLUBE

A specially developed lubricant that stands up where conventional oils fail. Formulated for COX at the world-famous Bardahl laboratories. Reduces friction! Increases speed! The best protection and performance insurance for all model race cars. Generous tube — only 59¢.



FIRST FROM COX



NEW! ASSEMBLED BRASS CHASSIS

1:24 scale "scratch builder's" chassis designed with extreme low center of gravity. Made and fully assembled from highest quality brass tubing (only two spots to solder). Comes complete with magnesium wheels, soft super-slicks, extra narrow front tires, gears, guide flag, brushes, Cox-alloy bearings, axles, and motor clips. Fits any 1:24 scale clear body shell.

No. 3930 Sidewinder Brass Chassis for TT-X250 Motor — 6.50

No. 3920 for TT-X150 Motor with adjustable gear ratio — 6.50

No. 3950 for Pittman 65 motor with adjustable gear ratio — 6.50

No. 3940 IN-LINE Brass Chassis for TT-X150 Motor with adjustable gear ratio — 6.50

No. 3820 Brass Tube Frame with swinging arm only — for TT-X150 Motor with adjustable gear ratio — 3.50

